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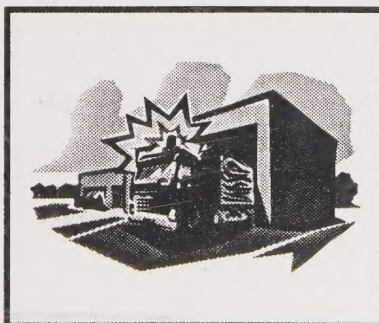
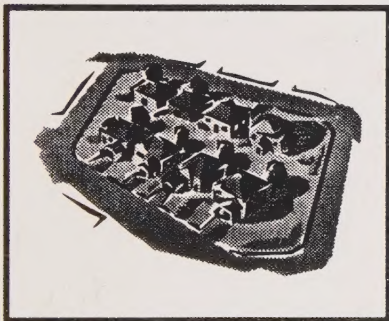
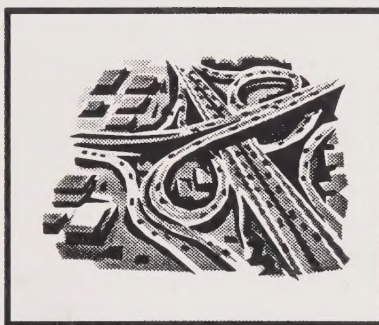
City of La Mesa

General Plan

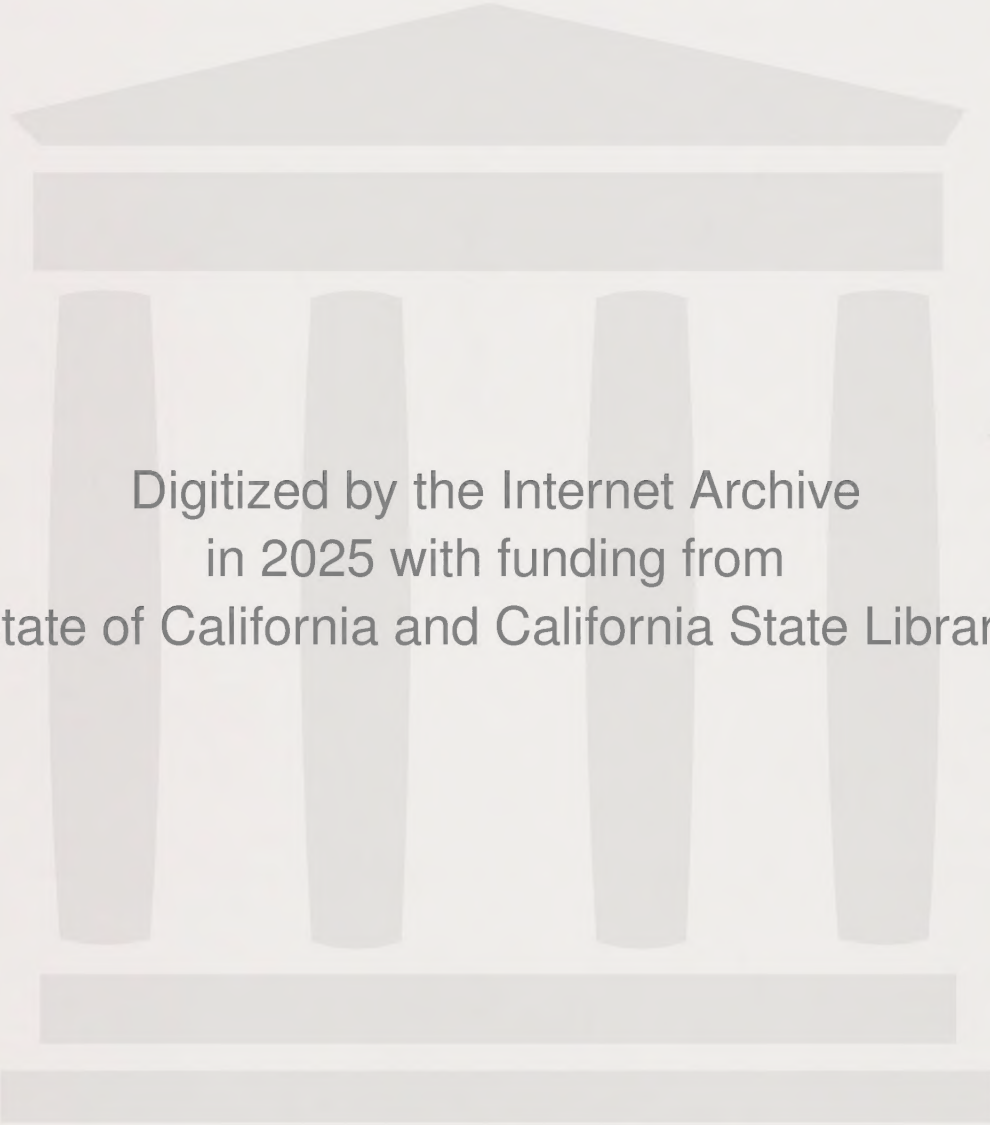
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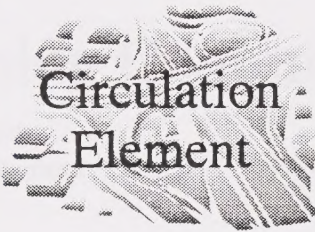
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City of La Mesa


General Plan



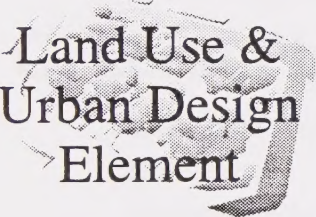
Historic
Preservation
Element



Circulation
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Conservation
&
Open Space
Element



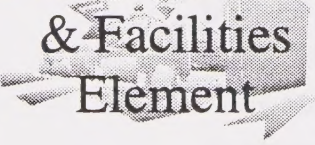
Land Use &
Urban Design
Element



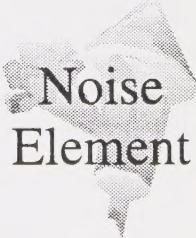
Housing
Element



Safety
Element



Public Services
& Facilities
Element



Noise
Element

Reflecting General Plan Amendment 95-01
Adopted by the La Mesa City Council March 12, 1996

Acknowledgements

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Donna Alm, Councilwoman
Ruth Sterling, Councilwoman
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Introduction

Each City and County in California is required to prepare and adopt a comprehensive, long range General Plan as outlined in the California Government Code. The general plan is required to have seven elements including a land use element which identifies the location and extent of all public and private development within the city. The other required elements establish policies regarding circulation, housing, open space, noise, conservation and public safety. The law allows a city to include in its plan other elements which are deemed locally important; such as, public services and facilities, historic preservation and urban design.

Once adopted, the City Council and Planning Commission are required to ensure that development, both private and public, is consistent with the goals and policies of the plan. In this respect, the general plan serves as a road map for the community, guiding many current activities and decision, but also providing long-term direction for the City in the form of goals and policies.

The La Mesa General Plan was originally adopted in 1965. It has been amended and added to periodically as state law has changed and as local needs have changed; however, there has not been a complete update of the plan since the original adoption. In 1988, in order to assure that the General Plan meets the

current needs the community, the City Council initiated a comprehensive review and update of the General Plan. Although several years have elapsed since this process began, the current General Plan has been evolving and developing based on this initial effort to update the Plan.

Citizen Participation

To be useful, as well as legally adequate, a general plan should reflect the views and values of the citizenry. As a comprehensive set of goals and policies about the City today and in helping the community move into the next century, this is one of the most important functions of the General Plan. To this end, the City Council appointed a twenty-eight member citizen committee to assist the Planning Department in the preparation of this plan. The twenty-eight members were solicited through a newsletter which was distributed to every household in the City. Each member filled out an application and submitted it for review. The committee first met in 1988. The Committee met weekly for over four months. During these meetings the committee heard presentations from and asked questions of experts in fields related to the sections of

the Plan. These presentations were video taped and later televised on cable TV for viewing by the whole community. The presentations included:

- Population & Regional Growth
- Local and Regional Transportation
- Land Use, Historic Preservation, and Redevelopment
- Housing and Urban Design
- Public Services and Facilities
- Conservation of Natural Resources
- Noise and Public Safety

The committee discussed the issues raised by the presentations to identify appropriate policies applicable to the general plan elements. The committee discussions were structured using the Nominal Group Technique to find the most ideal conditions under which people, working together, could build ideas or alternatives, and having built a list of ideas or alternatives, rank them in priority order. The results of these group discussions are reflected in the vision statements and policies described in the General Plan. The Vision 2010 statements developed by the Committee are presented at the beginning of each element, and listed below:

- *A city where a natural landscape of rolling hills and canyons has provided a beautiful setting for its many well maintained, residential neighborhoods, parks and open spaces.*
- *A city where sound economic development practices have retained and attracted many successful businesses providing jobs for its citizens and a sound revenue base for city operations.*
- *A city which has maintained and improved its downtown as focal point for community activities as well as a place for operating a business, shopping, celebrating and living.*
- *A city where El Cajon Boulevard, Fletcher Parkway, La Mesa Boulevard, Spring Street and University Avenue have been transformed to tree lined boulevards accommodating a mix of high volume retailers, professional offices, financial centers and moderate density residential projects.*
- *A city which recognizes its own history; which has preserved and integrated that history in a variety of residential and commercial neighborhoods.*
- *A city where travel is safe and easily accommodated whether it be by mass transit, in an automobile, on a bicycle or as a pedestrian.*
- *A city that is a quiet and safe place to live, work, play or go to school.*
- *A city where local governmental services, including police, fire and recreation meet the needs of its citizens. Where municipal buildings, parks, streets and other public facilities are well maintained.*
- *A city which recognizes the value of its natural assets and has taken steps to conserve the quality and quantity of its air, water, land and biological resources.*

Public Review and Adoption Process

(This section reserved to outline the public review and approval process used in the adoption of the General Plan.)

Planning in La Mesa

Since incorporation as a city in 1912, planning in La Mesa has been an ongoing process throughout the community's history. The following section briefly outlines this summary of the major planning efforts that have helped to shape the City and to address the changes faced as a result of the growth and maturity of the town. It is significant that many of the goals for the community have remained very consistent through the years, such as preserving the quality of life in the various residential neighborhoods and keeping the downtown area a viable commercial district. This historical review is also helpful in demonstrating that the General Plan should be viewed as a living document that represents a continuous process, rather than just a fixed snapshot of one point in time or a description of a specific end state.

The citizens in the community of La Mesa Springs voted to incorporate as the City of La Mesa in 1912. By 1928 the first Planning Commission was established. In 1934 the first comprehensive zoning ordinance (Ordinance No. 178) was adopted, which, according to the Planning Commission's resolution, showed "comprehensively the proposed districts in which the use, height and bulk

of buildings were to be regulated, restricted and limited . . ." Ordinance 178 was amended several times over the next 10 years before a new ordinance, No. 265, was adopted on July 25, 1945. According to minutes of the Planning Commission, the purpose of the new ordinance was to:

- Provide for a relocation of the industrial zone and the plans for landscaping and beautifying the entrance to the City along U.S. Highway 80;
- Realign the boundaries of the commercial zone in keeping with new development;
- Relocate boundaries of all residential zones according to modern trends of expansion and development of the City; and
- Amend and clarify sections of the ordinance that operation under the ordinance has shown to be uncertain and indefinite.

Two years later the City's first subdivision ordinance was adopted providing regulations for the subdivision of land, dedications of streets and approval of maps thereof.

In 1954, several planning activities were under way in the City of La Mesa. The City contracted with Gordon Whitnall and Associates of Los Angeles to prepare a Master Plan, subdivision ordinance and zoning ordinance to address the issues of the new growth that was occurring. The Master Plan contained recommendations concerning circulation, parking, parks and recreation, and public buildings. Although the Master Plan was not adopted in its entirety, a number of proposals contained therein

were adopted. The proposed subdivision ordinance was enacted in 1954 and proposed zoning ordinance (Ordinance No. 618) was adopted in 1958.

In 1959 a study entitled "La Mesa: A Study of the Future" was prepared by the Public Affairs Research Institute of San Diego State College. The purpose of the report was to analyze the future fiscal condition of the City. Its basic assumption was that the citizens of La Mesa desire to continue to live in a predominantly residential community of single family homes; a theme which predominates throughout the City's planning activities. The general conclusion drawn from the study was that the City had great potential as a commercial and professional center for much of the eastern metropolitan area, and that pursuance of this goal would be compatible with the existing residential community.

In the early 1960's the City found itself facing a number of planning issues generated by the rapid population growth of the previous two decades (3,925 in 1940 to 30,441 in 1960). Major issues included the construction of Interstate 8 which left the city divided in half without an adequate cross-town circulation system; an overabundance of commercial floor space resulting in vacant properties and a declining central business district; and the construction of housing resulting in a rapid loss of open space.

In order to resolve these problems, the City Council decided to prepare a General Plan. In 1962, the Planning Department in association with the consulting firm of and Eisner-Stewart and Associates, began developing the plan. As the first step, the staff completed a land use survey, which was published as

the first in a series of five reports. The second study undertaken in the development of the General Plan was an Economic Analysis by Real Estate Research Corporation. This study provided additional background information used in determining the amount of land to be designated for a particular use.

In January 1965, the City Council adopted the third series report, The General Plan. The primary purpose of plan was to guide the City's future growth and to encourage high quality development by establishing desirable goals and objectives. The adopted General Plan contained land use, circulation and public facilities elements. The community goals addressed in these elements are summarized below:

- La Mesa is an optimum location for residential development and every effort should be made to retain its suburban quality and identity as a city of fine homes.
- There should be a balance between residential development and related public services by providing for schools, parks and other public service facilities adequate and convenient to serve the needs of all the people in all parts of the City.
- The elements of the circulation system should be coordinated within the City and between the City and other adjacent municipalities so as to promote the safe movement of people and goods within and between the neighborhood, the community and the region.

- The City together with private enterprise should devote concerted energies to the revitalization of the Central Business District as suggested in the Development Plan for the area.

In addition, two other reports were prepared. Report 4, the Plan for the Central Business District and Town Center, proposed solutions to the problem of that area's declining economic situation. The fifth report of the series concerned capital improvement programming. It proposed a means of implementing the public facilities element of the General Plan by classifying the numerous projects recommended for community improvement and rehabilitation in order of their importance and the City's ability to pay for them.

In 1967, a Housing Element was added to the General Plan in response to new State requirements. In 1970, Conservation and Open Space elements were added; and in 1971, State Law specified the need for each city to include seismic safety, noise, scenic highway and safety elements.

State legislation in 1971 also required that zoning and subdivision approvals be consistent with the adopted general plan. This legislation prompted La Mesa to update the Land Use Element and Zoning Ordinance 618. In response to the changes to the land use plans, many areas of the City were rezoned to make the local zoning designations consistent with the General Plan's Land Use Element. This is a reflection of the City completing its primary growth phase urban uses filled to the City limits and out to existing development on the City's pe-

rimeter. During this period, the City also adjusted its southwest boundaries in response to the incorporation of Lemon Grove in 1977.

Since 1980 there have been some important amendments to the General Plan. The most significant amendment to the Land Use Element included several changes made in 1982 to reflect the changes recommended by the West Central Specific Plan. This amendment investigated a number of problems in the area such as circulation, and the pattern and design of existing land uses. New land use designations were developed to promote the realization of objectives for the area. Other additions to the General Plan included a Bicycle Plan as part of the Circulation Element in 1981. This plan assessed the needs of bicyclists traveling on City roadways and proposed a new bicycle network and procedures for its implementation. In 1984 a Historic Preservation Element was adopted that set policies for the preservation of architecturally and historically significant buildings and sites.

Summary of the General Plan Elements

As described above, the City's General Plan has evolved over the last four decades. In part, this was in response to a changing environment. It was also a reflection of continuing efforts to refine and update a vision for the future of the

City that is representative of the goals and objectives of the citizens in La Mesa. The current update of the general plan is also a document that attempts to reflect:

- the past in terms of where we have been and retaining those parts of the past which are still important in defining the quality of life in the community;
- the present in terms of the issues and problems that are confronting the community today and in the near future; and,
- the future in terms of trying to define where we want to be in a more long-term view of the City over the next 10 to 20 years.

General Format and Content

The General Plan includes eight elements that are divided as chapters within the document. Although each element contains a separate subject area and a set of policies and programs, the elements should be viewed collectively as the General Plan with policies that are inter-related and internally consistent. For example, in determining the City's goals and policies regarding residential neighborhoods, one should consider the policies within several elements, such as Land Use and Urban Design, Circulation, and Historic Preservation. Each element has a particular focus, but is supported by the other parts of the "comprehensive" general plan.

To make the General Plan a useful tool in the daily decision-making processes of the City, each element uses a similar format and presentation. Each subject area is presented as an element or chapter of the General Plan. The element is started with a Vision Statement provided by the Citizen's Committee, which gives the most general and long-range description of what the City should be striving to achieve. Subsections are provided to break the broad subject areas into specific topics which contain goals and policies. For example, circulation is divided into several sections including streets, transit and pedestrian facilities.

Following a discussion of each topic or issue are numbered Policies. The Policies are more specific statements that describe the City's policies that are needed to achieve the vision and goal statements. For many of these sections, there are also numbered Objectives which describe more detailed or specific actions the City will undertake to carry out the policies in the General Plan. Finally, each element includes a list of Implementation Programs that outline current or planned activities the City will undertake to implement the General Plan.

As a means of making this format more easily recognized, it can be compared to the tools we use on a daily basis, such as keeping track of time at various levels of detail. At the broadest level, we use calendars with years, months and days. For other tasks, we need more detail and must use clocks with days, hours and seconds. In this same manner, the General Plan presents a range of informa-

tion and statements to describe the City and define where we are today and where we would like to go in our future. This hierarchy is listed below:

- Vision Statement
- Goals
- Policies
- Objectives
- Implementation Programs

Summary of the Elements

The following sections provide a brief summary of each the elements in the General Plan. This includes a discussion of the major issues within the element and a description of the purpose for this portion of the General Plan.

Land Use and Urban Design Element

The Land Use and Urban Design Element of the General Plan addresses the major issue areas that focus on the physical form and development of the community. This Element also identifies the goals and policies of the City related to La Mesa's role in a regional planning context. The regional issues are discussed within sections on the Planning Area and the Regional Growth Management Strategy. The Element combines two major sections of the General Plan, Land Use and Urban Design. Within each of these sections is a summary of the issues, which lead to the City's goals, policies and objectives related to these topics. At the end of the Element, there is a section which

outlines a range of existing and proposed programs which are intended to implement the goals, policies and objectives established in this portion of the General Plan.

The policies of the Land Use & Urban Design Element place heavy emphasis on two concepts:

- The preservation and enhancement of residential neighborhoods and open spaces.
- Insuring that new development and redevelopment along the City's major commercial and transportation corridors are of a high quality and fits well into the fabric of the community.

In satisfying these two concerns, it will be the task of City leaders to preserve the past while allowing a level of growth necessary to sustain a viable community. The City cannot remain stagnant without some new development and continue to provide the level of service that will retain the quality of life citizens of La Mesa have come to expect. Both public and private property will experience wear and tear over time. Without reinvestment in maintenance and improvements, cities, like other facilities and systems, will deteriorate with time. As the cost of providing services in the community gradually rises, and the need to repair aging infrastructure increases, the lack of financial resources will make it more challenging for the City to provide a quality urban environment.

Circulation Element

The Circulation Element outlines a comprehensive approach for establishing goals and policies for a complete transportation system. This system is made up of various networks representing the different modes of travel (i.e., cars, buses, walking, cycling, etc.). The Circulation Element outlines the short- and long-range issues related to the particular components of the circulation network. It also defines the issues related to linking the various networks into a cohesive and effective overall transportation network. This concept of linking networks involves coordinating networks which are of concern primarily to La Mesa, as well as insuring these local systems are linked efficiently with neighboring cities and with regional transportation systems (e.g., transit routes, freeways, and arterial streets).

In expanding the scope of the Circulation Element beyond just an outline for the street classifications, there are some key concepts appearing throughout the Element that tie the various components of the Element together. These concepts include:

- That the Circulation Plan requires a balance between mobility and access.
- The needs for each of the various modes of transportation must be evenly balanced and effectively linked together into a cohesive system.
- The basic street system in La Mesa is well established and strongly defined by existing development patterns and terrain. This basic street pattern is

not planned to significantly change during the planning period, therefore most circulation solutions will need to work within the given circulation infrastructure.

- The circulation system should be thought of as a series of paths that not only move people effectively through the City and the region, but also physically define the character and quality of life in the community.
- A safe and efficient circulation plan is essential to the health and welfare of the residents of La Mesa, as well as being essential for the economic viability of the businesses, industries and services which are a part of the community.

Conservation and Open Space Element

The City of La Mesa has experienced a substantial transformation over the past four decades as it has grown along with the surrounding region. The community has evolved from being primarily a semi-rural suburban bedroom community to its current status as an east county urban subcenter. Approximately 95% of the City's land area has been developed with residential and commercial land uses. La Mesa does not have many of the resources typically discussed in a conservation element, such as significant natural habitat areas, bodies of water or coastal zones, or agriculture and mineral resources.

These issues are important to the community in a regional context though, and the goals and policies in this Element reflect this interest in supporting regional

resource conservation efforts. Resource conservation issues which are also of regional interest, but apply more directly to local implementation in an urban setting include air quality, water supply, solid waste management, sewage treatment, and storm water pollution management. These topics, as they relate to conditions in the City of La Mesa, are addressed in this Element as well.

A decline in the number of acres of undeveloped land has accompanied the urbanization of La Mesa. This decline in the amount of undeveloped areas for open space purposes has increased the importance and demand on the City's urban open space resources. The backbone of the City's open space plan is the City's 14 parks and the open space resources provided by the schools within the City. In addition, private open space within residential developments, and even commercial recreational opportunities will continue to be important components of the open space network needed to maintain the quality of life in the City. Within the parks, there are conflicting demands on open space for recreation purposes, for preservation of natural areas and for public health and safety. The open space section of the Conservation and Open Space Element establishes guidelines for balancing the demands placed on the City's parks and open space areas.

There is a close relationship between measures needed to conserve natural resources and those needed to provide open space to sustain the quality of life for La Mesa's citizens. For this reason, conservation and open space issues are combined in one Element of the La Mesa General Plan. This Element is divided into two major sections, Conserva-

tion and Open Space, to establish the goals, policies and objectives needed by the City to meet the community's current and future open space needs and to promote local and regional conservation efforts.

Historic Preservation

No city can hope to understand its present or to forecast its future if it fails to recognize its past. By tracing the past, a city can gain a clear sense of the process by which it achieved its present form and substance. Even more importantly, a city can use this information to determine how it is likely to continue to evolve. For these reasons, efforts directed at identifying and preserving La Mesa's historic architectural and cultural resources, with their inherent ability to evoke the past, should be pursued.

Historic and cultural resources are physical features, both natural and man-made, associated with human activity. These may include such physical objects and features as archaeological sites and artifacts, structures, groups of buildings, street furniture, signs, and planted materials; in short, almost anything that connotes human historic (and prehistoric) presence. They may also include sites of fossil deposits or natural features which predate human arrival in the region.

La Mesa first adopted a Historic Preservation Element in 1984. By 1985, the City had adopted an implementation ordinance which created the Historic Preservation Commission, outlined the Commission's responsibilities, and prescribed a process for designating Historic Landmarks and Historic Districts in La

Mesa. The goals and programs, as well as the discussion describing them, have been modified only to update their status since 1984.

Noise Element

The purpose of the Noise Element is to identify and appraise existing noise problems in the community and to provide guidance the City to avoid noise problems in the future. Accomplishing this goal requires an evaluation of existing and projected noise sources in the community. Noise contours of major noise sources have been prepared to assist in setting policies for the proper distribution of land uses and establishment of development standards.

A Noise Element, as well as other general plan policies and implementing ordinances (zoning codes, noise ordinances, etc.), are effective tools in noise reduction and mitigation which will improve the overall quality of life for the citizens of La Mesa.

A consulting firm was retained by the City to assist in the preparation of background information necessary for the formulation of goals and policies for the Noise Element. The primary finding about La Mesa's noise environment is that street and highway traffic is, and will continue to be, the major source of intrusive noise in the City. Residential neighborhoods throughout the City are impacted by traffic noise.

This Element quantifies the community noise environment of the City of La Mesa in terms of noise exposure contours. These contours are the basis for the development of land use compatibility guidelines.

The noise contour map assists in analyzing decisions regarding the placement of noise sensitive land uses such as residences, schools, hospitals and libraries. Where noise sensitive uses (e.g. residential development) are proposed in areas exposed to high noise levels, the Noise Element outlines policies and noise attenuating measures, including building placement, type of construction and materials selection.

Safety Element

The Safety Element identifies hazards within the community and contains policies designed to mitigate the risk to the public. Areas of concern include hazards associated with seismic activities, flooding, fire, unstable soils and other natural or manmade hazard.

Existing conditions are described along with the goals and policies established by the City to minimize the risks associated with these conditions.

As part of the development of the General Plan the Citizen's Advisory Committee was asked to identify the most important safety policies and programs needed by the City in today's environment. Their input is summarized below, and included in the Safety Element:

- Insure major incident plans are developed, updated and coordinated within City departments and Office of Disaster Preparedness.
- Control use of hazardous Materials through codes and inspections.

- Establish a qualification and testing program of the current UBC for inspectors. Establish a review procedure plan to audit or monitor work of inspectors.
- Give equal weight to fire code as we do to building code.
- Require commercial buildings and multi-family buildings have and disseminate to their occupants an appropriate disaster plan.
- Develop a special (reasonable) code of building standards for historic buildings including minimum safety standards.

Insuring the health and safety of La Mesa's citizens and maintaining the quality of life in the community have been long standing goals for the City. Many of the policies and programs addressed in this element are reflective of this long-standing commitment. In addition, the Safety Element recognizes that we are living in an ever changing environment where the best policy is being prepared and maintaining the ability to respond effectively to the unknown.

The purpose of the Safety Element is to incorporate safety considerations into the planning process in order to minimize the impact on the community of hazardous conditions or emergency situations. The following are the identified areas of concern addressed in this element: Flood Hazard, Geologic Hazard, Seismic Safety, Fire Safety, Hazardous Material Exposure, Disaster Preparedness and Citizen Safety. Some related policies and programs are also found in the Public Services and Facilities Element.

Public Services and Facilities Element

State law does not require that a general plan include a public services and facilities element; inclusion of such an element is optional. Public services and facilities are however linked to the general plan through the capital improvement program. Each year the proposed capital improvement program must be reviewed by the Planning Commission. The capital improvement plan must be found consistent with and serve to further the goals and policies of the General Plan.

Planning for future services and facilities is among the most important roles of local government. The general plan can help estimate the potential for growth in the residential and commercial sector. Growth in these areas impacts the demand for services and facilities. Anticipation of and response to increased service and facility demands can mitigate the impact of growth within the community.

In La Mesa most of the growth has already occurred. Analysis of services and facilities in an established community serves a second important role. In an era of constrained fiscal resources, decisions regarding the funding of services and facilities are more difficult to make. An understanding of existing deficiencies, current demands and public expectation is critical to the decision-making process.

The City of La Mesa provides services to the citizens of La Mesa through the following departments: Police, Fire, Public Works, Community Development and Community Services. To provide these services the City maintains

police and fire stations, parks, recreation centers, a maintenance yard, a City administration center, various community facilities, and many networks of public infrastructure needed to keep the City running. The provision of services and the maintenance of facilities is supported by the various revenue sources outlined in the element. How the revenues are allocated through the budget process is also described in the section on expenditures by program area.

Housing Element

With a population estimate approaching 60,000, La Mesa has evolved into a mature suburban community. With remaining vacant land in La Mesa virtually non-existent, future residential development will occur primarily through infill on underutilized properties, and through public redevelopment efforts.

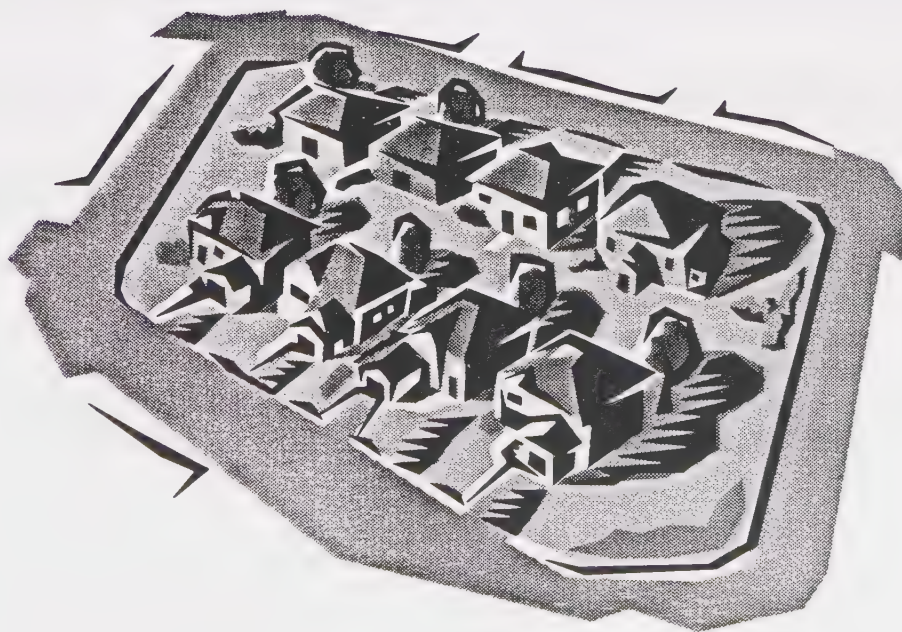
The Housing Element is intended to guide residential development and preservation in a way that coincides with the overall economic and social values of the community. The residential character of a city is largely dependent on the type and quality of its dwelling units, their location, and such factors as maintenance and neighborhood amenities. The Housing Element is an official municipal response to a growing awareness of the need to provide housing for all economic segments of the community, as well as legal requirements that housing policy be made part of the planning process. As such, the Element establishes policies that will guide City officials in daily decision making and sets forth an action program designed to enable the City to realize its housing goals.

A successful strategy for improving housing conditions must be preceded by an assessment of the housing needs of the community and region. The Housing Element discusses the major components of housing need - that is, the trends in La Mesa's population, households, and employment base and the type of housing available. Since these changes have not occurred in a vacuum, the regional context is also presented.

The Housing Element analysis is broken down into four major subsections. Population Characteristics, analyzes the City of La Mesa in terms of individual persons and attempts to identify any population trends that may affect future housing needs. Household Characteristics, analyzes La Mesa in terms of households, or living groups, to see how past and expected household changes will affect housing needs. Employment, analyzes La Mesa residents in terms of occupation and employment sources as this directly affects the need for and location of housing. Housing Stock, analyzes the housing units in La Mesa in terms of availability, affordability, and condition. This assessment of La Mesa's housing needs will serve as the basis for identifying appropriate policies and programs in the Element to address these needs.

City of La Mesa General Plan

Land Use & Urban Design Element



La Mesa General Plan

Land Use & Urban Design Element

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Land Use & Urban Design Element

La Mesa - 2010

A city where a natural landscape of rolling hills and canyons has provided a beautiful setting for its many well maintained, residential neighborhoods, parks and open spaces.

A city where sound economic development practices have retained and attracted many successful businesses providing jobs for its citizens and a sound revenue base for city operations.

A city which has maintained and improved its downtown as focal point for community activities as well as a place for operating a business, shopping, celebrating and living.

A city where El Cajon Boulevard, Fletcher Parkway, La Mesa Boulevard, Spring Street and University Avenue have been transformed to tree lined boulevards accommodating a mix of high volume retailers, professional offices, financial centers and moderate density residential projects.

A city which recognizes its own history; which has preserved and integrated that history in a variety of residential and commercial neighborhoods.

Introduction

The Land Use and Urban Design Element of the General Plan addresses the major issue areas that focus on the physical form and development of the community. This Element also identifies the goals and policies of the City related to La Mesa's role in a regional planning context. The regional issues are discussed within sections on the Planning Area and the Regional Growth Management Strategy. The Element combines two major sections of the General Plan, Land Use and Urban Design. Within each of these sections is a summary of the issues, which lead to the City's goals, policies and objectives related to these topics. At the end of the Element, there is a section which outlines a range of existing and proposed programs which are intended to implement the goals, policies and objectives established in this portion of the General Plan.

The policies of the Land Use & Urban Design Element place heavy emphasis on two concepts:

- The preservation and enhancement of residential neighborhoods and open spaces.

- Insuring that new development and redevelopment along the City's major commercial and transportation corridors is of a high quality and fits well into the fabric of the community.

In satisfying these two concerns, it will be the task of City leaders to preserve the past while allowing a level of growth necessary to sustain a viable community. The City cannot remain stagnant without some new development and continue to provide the level of service that will retain the quality of life citizens of La Mesa have come to expect. Both public and private property will experience wear and tear over time. Without reinvestment in maintenance and improvements, cities, like other facilities and systems, will deteriorate with time. As the cost of providing services in the community gradually rises, and the need to repair aging infrastructure increases, the lack of financial resources will make it more challenging for the City to provide a quality urban environment.

During the planning period, the City will find itself at a crossroads in terms of the direction it can take with land use decisions. The City will be faced with making decisions which will have a significant impact on the future of the community. If the City does very little or nothing to directly affect land use patterns, there will still be significant changes in the community over the planning period. Like any property, without reinvestment, the influences of aging and deterioration cannot be avoided. In addition, the City does not exist in isolation and is constantly feeling the impacts from decisions made in adjacent jurisdictions and throughout the region, some of which

may increase the rate of deterioration on the City's fringes. Without positive actions by the City, La Mesa will be facing forces that will be counter to the Vision 2010 established in this plan.

La Mesa is very typical of other suburban communities in terms of the distribution and range of land use in the community. These characteristics are described and quantified in broad terms within this chapter for the City and the planning area. This information provides the basis for the goals and policies of the Land Use and Urban Design Element.

Physical Characteristics

The City of La Mesa is approximately 9 square miles in area and is located 14 miles from the Pacific Ocean. It is immediately adjacent to the eastern boundary of the City of San Diego, along both sides of Interstate 8.

La Mesa is part of western San Diego County which is dominated by a series of geologic features known as marine terraces. Over the past 2.5 million years, stream erosion has cut canyons through these terraces which help to define communities and subregions. Alvarado Creek and Chollas Creek, which are defining features of La Mesa, are examples of terrace cutting streams. These natural drainage systems are now important urban drainage systems which continue to be an important factor in the shaping the form and development of the community.

La Mesa is located in a transition zone between the coast and the foothills. Elevations range from slightly less than

400 feet to over 1300 feet at the top of Mt. Helix. The majority of La Mesa is located between 500 feet and 700 feet above sea level.

Weather in the San Diego region is relatively mild reflecting the moderating influences of the Pacific Ocean to the west. The weather in La Mesa has average high temperatures of 66 degrees in January and 83 degrees in August. Low temperatures average 44 degrees in January and 62 degrees in August. La Mesa averages 12.54 inches of rain annually.

The City of La Mesa is located in three separate drainage basins. All of La Mesa north of Interstate 8 drains into the San Diego River basin via the Alvarado Creek. The portion of La Mesa south of Interstate 8 and east of approximately Spring Street drains into the Spring Valley Creek which feeds into the Sweetwater River. The remainder of La Mesa,

south of Interstate 8 and West of Spring Street, drains into Chollas Creek, which flows through southeast San Diego before emptying into the bay near the 32nd Street Naval Station.

Physical characteristics of the City's drainage basins are primary factors in the provision of two important urban services, sewage disposal and storm water runoff. Size and extent of flood control facilities are designed based on the projected volume of run-off. This is directly influenced by the types and distribution of land uses within the drainage basin, and the physical forms (e.g., canyon, channels, and broad plains) of the drainage basin. The design of the gravity flow sewer network is also directly influenced by the drainage patterns and basins. Provisions for both of these major infrastructure networks has defined the historic pattern of development in La Mesa.



Historic Context

To understand the current land use and development patterns that exist in La Mesa, it is important to understand the general history of the settlement of the area. The area now occupied by La Mesa was part of the early Rancho de la Mission San Diego de Alcalá as created by the Spanish colonists. However, settlement of the area did not begin in earnest until the late 1800's after California was annexed to the United States. La Mesa provided a convenient way station for travelers and shipments going east, especially after gold was discovered in Julian in 1869.

The pattern of La Mesa's development in the early years was the result of land speculation cycles, which was not uncommon in settlement history of California. In La Mesa's case, the speculation was fueled by construction of the railroad spur line to the east county and the flume line which brought water down from the Cuyamaca Mountains. Some of the subdivision activity of those early years is reflected in the lots and street patterns in the "Downtown" portion of La Mesa south of University along both sides of Spring Street.

Even with this early development, La Mesa consisted of only 700 residents and still had a very rural environment at the time of its incorporation in 1912. The construction of El Cajon Blvd around the time of World War I created a second roadway connection from La Mesa to San Diego. This new road also shifted development activity north from the University Avenue corridor. The City grew to 2,500 people by 1930, but the Depression stifled growth until World War II.

The Post-War period resulted in tremendous growth throughout southern California with La Mesa being no exception. Residential neighborhoods bloomed along the University and El Cajon corridors, and on the north side of the City along Lake Murray Blvd and Baltimore Drive. La Mesa grew in size as well as in population during this period. This is reflected in Figure 1 which shows the annexation history of the City from its inception.

Commercial developments were similarly plentiful in La Mesa after the War. The culmination of this was the development of the Grossmont Shopping Center in 1961.

As economical vacant land was consumed by the single family neighborhoods, rising land costs in the older parts of town created a demand by developers for higher density residential zoning as a means of providing cost effective housing projects. For a period of time in the 1950's and 1960's apartment developments began to encroach on some of La Mesa's historic residential neighborhoods. This trend was reversed in the 1970's as citizens took a more active interest in preserving the heritage of their City. The results of this interest are reflected both in this element, and in the policies and programs contained in the Historic Preservation Element of this General Plan.

Land Use Policy Background

The Land Use Element, including a map that designates a use of land for every parcel in the City, was first adopted

Figure 1

City of La Mesa Annexation History

1912-1932



1933-1952



1953-1962



1962 to Present



in 1965. It was thoroughly reviewed and updated in 1976. Since that revision, the element has been periodically amended as a result of both City initiated studies and private property owner requests. These amendments changed both the Land Use Element map and text to meet the changing needs of the City. However, the main thrust of the plan has remained the same from the very beginning. Goal statements in this edition of the General Plan still emphasize the importance of preserving the existing character of the community while allowing a level of infill and redevelopment activity necessary for a sound economic foundation for the future.

Before considering the appropriate policies for the Land Use & Urban Design Element, the General Plan Citizen Committee reviewed a large amount of background information about La Mesa. This led to the formulation of the following statements relating to the nature of La Mesa:

- The City of La Mesa enjoys a mild climate characterized by warm temperatures and relatively little rainfall.
- La Mesa is mostly developed and it is likely that the existing land use pattern and relative kinds of uses will remain about the same for the foreseeable future.
- Within the overall fabric of La Mesa's land uses are distinct neighborhoods and subareas which are defined by both manmade and natural physical features.
- The majority of land in La Mesa is used for the development of single family homes and transportation rights of way.
- The main thrust of the current Land Use & Urban Design Element is to protect and enhance the character of existing neighborhoods.
- Within the well established land use pattern of La Mesa there will be areas needing protection to preserve the communities quality of life, and areas that will need reinvestment and redevelopment to remain viable in a dynamic community.
- The estimated residential development potential for vacant and under developed parcels under current policies is 3280 dwelling units.
- The La Mesa General Plan is now being implemented by a variety of techniques. Once the General Plan is updated, each one of the plans and ordinances will have to be reexamined to insure consistency with the General Plan.
- The City has been, and will continue to be influenced by regional facilities and land use patterns due to its relatively centralized location.
- The City is surrounded on all sides by communities having similar land use patterns which prevents opportunities for urban expansion into undeveloped areas.
- Annexation of the unincorporated territory in the Planning Area could require the City to expend more money to provide services than it will receive in tax revenue from the area.
- La Mesa enjoys a scenic natural setting, characterized by hills, canyons and many panoramic views.

- La Mesa has a design review program in place and the General Plan should support that program with clear policies and standards.
- Review of the citizen and staff prepared maps shows that there is consensus regarding the image of La Mesa.

A predominant opinion among members of the Citizens Committee was that there should be little or no major changes in the existing basic distribution and relationships between land uses. New development, redevelopment, and even rehabilitation projects should be designed to be compatible with the quality of existing residential neighborhoods. More intensive commercial development and redevelopment intended to attract business from outside the City as well as serving La Mesa residents, should be restricted to current commercial districts and along the City's major transportation corridors.

Land Use

Land Use Goal 1

To establish and implement an effective set of long-range land use policies and programs which will ensure the general health, safety, and welfare of the citizens of La Mesa.

Land Use Goal 2

To establish the policies and programs which will create opportunities for in-fill development and redevelopment

which are compatible and in context with the surrounding land uses and improve the character of the community.

Land Use Goal 3

To provide the Land Use policies and programs which will preserve and enhance La Mesa's residential neighborhoods, and provide equitable and just requirements for the provision of housing to serve all segments of the community.

Land Use Goal 4

To provide a pattern of land uses which support both local and regional economic development goals while preserving the neighborhood scale and character of the community.

Land Use Goal 5

To promote the continued development of the Grossmont Specific Plan area as a high density, urban subcenter serving regional needs for business operations, shopping, transportation, and health care.

Land Use Goal 6

To preserve and enhance the Downtown Village area as the City's symbolic center providing for a vibrant

commercial, civic and residential district designed and developed at a human scale to encourage pedestrian activities and travel.

Land Use Goal 7

To create a network of mixed-use transportation corridors throughout the City by transforming El Cajon Boulevard, Fletcher Parkway, La Mesa Boulevard, Spring Street and University Avenue into tree lined civic boulevards accommodating a mix of high volume retailers, professional offices, financial centers and moderate density residential projects.

Traditionally, the Land Use Element has been the focus of community interest in the General Plan. The Land Use Element provides the core of policies which govern the physical development and growth of La Mesa. These policies govern new development, redevelopment, maintenance of property and annexation of territory. All of these activities affect the character and image of the community.

According to the land use inventory maintained by the City, there is relatively little vacant land for new development in La Mesa. Most future land use changes will be the result of both private and public redevelopment efforts. Those parts of the City which do not redevelop, will need attention to maintain and enhance their character and image. Consequently, a primary focus of the policies in the current Plan is on urban design concepts which will ensure high quality "in-fill" and redevelopment projects, and on maintaining the quality of

the neighborhoods throughout the City. To further emphasize the importance La Mesa places on future developments which "fit" and are in context with existing features of the City, this Element has been expanded to include both land use and urban design goals and policies.

There are two fundamental facts that shape the formulation of policies for La Mesa's future. The first is that the basic pattern of land uses in the community is well established and is not planned to change dramatically during the planning period. The second is that most of the land is already developed and growth and development policies will have to focus inward rather than on outward expansion.

Residential neighborhoods in La Mesa are well maintained and there is a strong local sentiment to maintain policies which will sustain their character. La Mesa also has diverse types of residential neighborhoods containing all types of housing. This diversity has lead to a City with a range of affordable housing for all economic segments of the community.

While commercial areas will continue to improve and intensify as allowed by market conditions, for the most part, the location of the City's commercial districts and streets is not projected to change. Occasionally an opportunity to facilitate minor shifts in the City's land use patterns may present itself as a result of improvements or additions to regional transportation facilities, such as the light rail transit system or the freeway network. Such changes will be slow and incremental, and will occur as a result of both private and public redevelopment efforts with proper policy direction by the City.

Land Use Patterns and Policies

Preparing a land use element for a community like La Mesa, which is predominantly built out, requires a careful assessment of the existing land use characteristics. The community can then evaluate existing policies and determine what adjustments may be necessary to promote and maintain the desired atmosphere in all parts of the City. This section provides the information which lead to the development of the Land Use Element Map and corresponding goals and policies.

Inventory of Land Uses

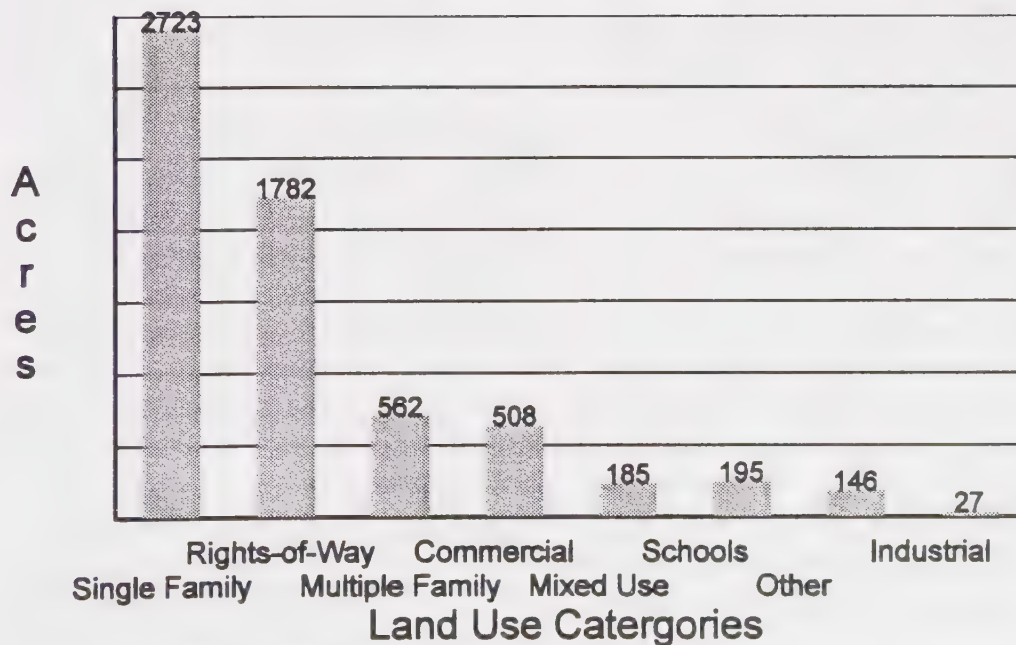
In 1980, the Planning Department collected land use and planning information for every parcel of land within the City. The information included type of land use, parcel size, zoning, general plan designation and parcel identification, including address and tax assessor's parcel number. This information has been stored in a computer file and periodically updated by La Mesa staff.

Using this data, Figure 2 illustrates the general distribution of land uses in the City. It was found that most of the nine square miles within the City Limits of La Mesa are devoted to two uses, single family homes on individual lots and transportation rights-of-way. Ten per-

Figure 2

GENERAL PLAN LAND USE ELEMENT

Previous Land Use Categories by Acres



Source: City of La Mesa Land Use Inventory

cent of La Mesa is used for multiple family housing, including duplexes, trailer parks, apartment and condominium projects.

Interestingly, while the land devoted to multiple housing is equal to one fourth of the land devoted to single family housing, over half of the housing units in La Mesa are in one form or another of multiple family housing. Multiple family housing developments are located throughout the City. As a community defining land use pattern most of the multiple family uses are located in clusters on, or near, major arterial streets such as Baltimore Drive, Fletcher Parkway, El Cajon Blvd, Lemon Avenue, etc.

After housing and rights-of-way, the most predominant use of land in La Mesa is for commercial purposes. Approximately nine percent of the land is used for retail, office, service and other commercial uses. The commercial developments include neighborhood shopping centers, a regional shopping center, a downtown shopping village, and strip commercial areas along the primary arterials, including University Avenue, La Mesa Blvd. and El Cajon Blvd..

As expressed previously, there is little vacant land left for new development in La Mesa. The largest tract of vacant land in the City is known as the Eastridge property which is a little over 150 acres in area and located in the south westerly part of town, just north of Highway 94. A specific plan was adopted for the area in 1989 which allows over 500 homes and preserves 55 acres as permanent open space for a coastal sage scrub habitat. Approximately half of the devel-

opment potential for the Eastridge area was realized in 1992 when the Navy housing project was completed just west of the Spring Street Trolley Station.

The balance of the vacant acres in the City are scattered throughout the City in small parcels generally less than an acre in size. Almost all of the vacant land, including the Eastridge property, is constrained by steep slopes and rocky soils. In other words, all the easily developed land in La Mesa has been built on and future land use policies must focus on issues related to in-fill development on difficult sites.

Just easterly of the intersection of Highway 8 and Fletcher Parkway is an area once used for as site for disposal of surplus fill materials. In the 1950's the City stopped use of the property for fill purposes, subdivided the area and sold lots for industrial development. There is very little industrial development in the City, 12.1 acres divided into 55 parcels, however most of it is clustered on and around this area.

The remaining land within the City is used for a variety of public or private institutions including churches, schools, parks, fire stations, post offices, City Hall, etc. For the most part, La Mesa is developed and the existing land use pattern and relative kinds of uses will remain the same for the foreseeable future. However, one of the most important determinants of that future will be the Land Use and Urban Design policies of the General Plan.

Development Potential

A series of charts and tables were prepared for the update of the General Plan which indicated the development

potential available within vacant and underdeveloped land under the previous Land Use Element categories. That information roughly estimated a potential for approximately 4900 additional residential units in La Mesa if the City were to be totally built out. In 1991 a consultant prepared a State mandated revision to the Housing Element of the General Plan. As part of that revision it was estimated that 1400 residential units were likely to developed in the short-range future.

This section examines the factors used to estimate the development potential under previous General Plan policies. While changes have been made as part of

this General Plan update, the development potential of the City is projected to remain fairly constant during the planning period.

Vacant Land

In 1988 there were approximately 300 acres of vacant land throughout the entire City. The 300 acres on 303 parcels equalled only 5% of the total land area of the City of La Mesa. Most of the vacant land is planned for residential use.

Figure 3 shows the general distribution for residential development potential by Land Use designation. In La Mesa, it is not likely that maximum densities can be achieved in the single family residential designations because most of

Figure 3

La Mesa General Plan Residential Development Potential

Land Use Categories	Vacant Acres	Underdeveloped Acres	Potential Residential Development
Semi-Rural Residential (3-4 DU/Ac)	18	37	75
Suburban Residential (4 DU/Ac)	225	164	1040
Urban Residential (7 DU/Ac)	28	384	1400
Restricted Multiple Residential (14 DU/Ac)	1	34	245
Multiple Residential (18-23 DU/Ac)	2	29	960
Mixed Density Residential (7-24 DU/Ac)	4	31	720
Mixed Use (18-23 DU/Ac)	1	8	140
Residential Business (18-23 DU/Ac)	1	19	340
Totals	278	724	4920

the remaining vacant parcels are constrained by factors such as steep slopes, poor soils, odd shapes and small size. In addition, most single family projects require some dedication of land for public improvements and access (generally speaking about fifteen to twenty percent). For these reasons, Figure 2 includes an "adjusted" potential for single family development which has a more realistic projection of the units expected to be added over the life of this plan. This adjusted figure is based upon a twenty percent reduction in the maximum units allowed.

Underdeveloped Land

In addition to vacant land, new development can and will occur on parcels which are "underdeveloped". An "underdeveloped" lot is one that is not developed to its maximum zoning potential. There are a variety of factors that influence the development potential of an underdeveloped lot; including size and shape of the lot, the value of the property as currently developed versus the value of the property developed to its full zoning potential, the location of the existing buildings, access to streets and other public facilities such as sewer, and slope of the property.

Because there are so many factors influencing the development potential of any given lot, it is difficult to analyze the development potential of all parcels. So for the purpose of this report, an estimate of residential development potential has been made by multiplying the number of units permitted under each residential land use category by the amount of under developed land in each designation.

These numbers were then adjusted to account for already existing units and the realistic ability of single family lots to subdivide.

One factor worth noting is the impact of the Subdivision Ordinance on the development potential of over sized residential lots. Earlier versions of the City's Subdivision Ordinance allowed a lot to be subdivided when it was at least fourteen feet wider than the minimum lot width. This fourteen additional feet theoretically allowed a subdivider to create an easement, or "panhandle", in which to build a driveway along the side of an existing house facing the street for access to a newly created rear lot.

During the 1980's the economic conditions spurred an increase in the number of subdivisions proposed for oversized lots in certain areas of the City. By 1989, residents of some of these areas became aware of the impacts of "panhandle" subdivisions on their neighborhoods and began to protest new applications. This prompted a re-examination of the design standards of the ordinance, and, in 1991, the City adopted new standards for subdivisions involving "panhandle" access to the public right-of-way. These new standards were intended to preserve the spacing between residences typically provided within subdivisions when street right-of-way widths are added to setback requirements. These traditional land use patterns were lost when an excessive number of "panhandle" developments occurred under the previous design standards which did not compensate for the lack of traditional street right-of-way, setbacks and yard areas.

The newer standards did reduce the maximum capacity of some lots in the City; however, the overall impact on the City's ability to produce additional single family housing was not significantly affected because there are relatively few lots suitable for additional development. According to the City's 1988 land use file there were 1154 parcels in the single family categories that were twice the minimum size and occupied by a single unit. A random sampling of 100 of 1154 lots revealed that 70% or less of the lots appeared to have any additional development potential. Figure 2 was prepared using the sampling information which shows the potential number of units that might be produced by underdeveloped parcels.

Population Density and Building Intensity

State law requires the Land Use Element to identify the intended development pattern for a community through the establishment of population density standards for residential areas, and building intensity standards for nonresidential areas. When considering the population density for La Mesa it is necessary to understand the changes in the average household sizes in the City which have occurred in the past and are projected to occur in the future. The Census figures show that between 1980 and 1990 the average household in La Mesa declined from 2.27 to 2.23 persons per household. Information from the State Department of Finance indicates that by 1992 the average household size was estimated to be back up to 2.25 persons per unit.

The SANDAG Series 8 Growth Forecast for the San Diego Region is predicting that average household sizes in the region will increase through the 1990's, and then begin a decline until the year 2010. The assumption for La Mesa is that the average household size will return to the 2.23 persons per unit level of 1992-93. These numbers will be used by the City in conjunction with the residential dwelling unit provisions of the Land Use Element to satisfy the State requirement for population distribution and to try and anticipate the future needs of its citizens.

In addition to this discussion of household size for the City, the Housing Element also includes extensive information about the population characteristics and housing needs of La Mesa.

Another factor which affects the population density within residential areas is the issue of in-fill development. As vacant land in La Mesa has diminished, some areas with oversized lots have become more attractive to developers who are willing to work with property owners to redivide and assemble new lots within existing residential blocks. As explained previously, earlier subdivision standards permitted lot splitting activity within some neighborhoods to occur in a piecemeal fashion which was found to significantly alter the neighborhoods character when allowed unchecked. These concerns were expressed to the City Council which ultimately adopted new design standards within the Subdivision Ordinance in 1991. These new standards were intended to allow a reasonable amount of in-fill development without negatively altering the character and design of established neighborhoods.

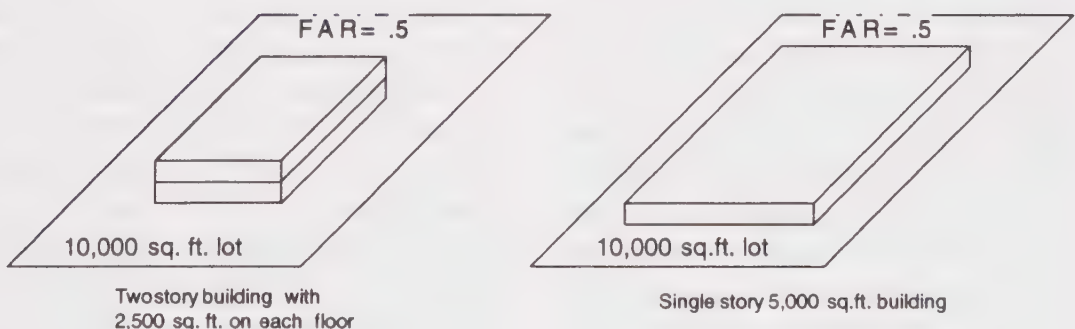
It is important to understand that the average household size numbers and the population distribution numbers are used for planning purposes only, and will not be used as the reason to deny individual projects which would appear to exceed the household size estimates, or which may add more people to a particular area.

Guiding the density of development in nonresidential areas of the City requires a standard other than people per acre. A commonly used method is the use of a Floor Area Ratio (FAR) standard to indicate the level of intensity desired. The FAR is a method of controlling the bulk and scale of structural development within a particular area by stating a ratio

for the square footage of building floor area allowed in relationship to the square footage of land area on the site. The advantage of this method is that it establishes general control of future development while allowing property owners some flexibility in the design of a proposed project. For example, a FAR of 1 would allow one square foot of building for each square foot of lot. Whether the property owner builds a single story building which covers the entire lot, or a two story building on half the lot is optional so long as the development can meet all other development requirements of the implementing zone. An illustration of this method is shown in Figure 4.

Figure 4

Development Examples Using Floor Area Ratios (FARs)



$$\text{F.A.R.} = \frac{\text{Total building floor area}}{\text{Total lot area}}$$

In guiding the development of nonresidential areas of the City, the Land Use Element will use a Floor Area Ratio (FAR) standard to indicate the level of intensity desired. As with the population densities discussed above, the use of FAR's in the land use designations is for planning purposes only. The use of FAR's and other factors will be accomplished during the adoption of specific plans and zoning districts as part of the General Plan implementation process.

A key feature of this General Plan is the encouragement of mixed use developments along certain transportation corridors through the City. Establishing a population density and building intensity standard at the General Plan level for these type projects is difficult; therefore, it is intended that the specific plan process may also be used to precisely establish these standards prior to development. In some instances, mixed use projects may be proposed which include residential components at a density higher than the City's traditional multiple family residential designations and zones. Through the adoption of this General Plan, the City intends to provide a process for residential components of mixed use developments to be approved at densities up to 40 units per acre. Such projects would still have to meet development standards, design criteria and be compatible with surrounding uses.

In addition to establishing the pattern of land uses in the City, the Land Use and Urban Design Element provides some policies for the development and redevelopment of La Mesa which will apply to both residential and non-residential areas.

Land Use Designations

A primary expression of land use policy in the La Mesa General Plan is the Land Use Map, which illustrates the planned land uses throughout the City. The land use designations show the spatial arrangement of residential, commercial and public uses which are intended to achieve the goals and policies of this General Plan. The Land Use Map utilizes fourteen separate designations which provide a wide range of land uses and development intensities. The Land Use Map is used to illustrate the planned distribution of land use patterns throughout the City. It is printed as a separate exhibit of the General Plan, and included as an attachment to the Land Use Element.

Many of the land use designations are similar those used in the previous Land Use Element, and reflect a continuing commitment to a land use objective. This is particularly true of the residential land use designations which define the well-established neighborhoods in La Mesa. However, some designations from the previous Land Use Element were combined or modified to provide the City more flexibility in implementing this Land Use Element in the future. This is reflected in the commercial designations which are planned to be the focus of most change within the community over the planning period.

The Land Use Map is an expression of the land use goals and policies of the General Plan, and should be thought of as a policy statement of the Land Use Element as well. The application of the Land Use designations provides one of the primary tools for implementing the General Plan. Amendments to the Land

Use Map will be treated as an amendment of the General Plan and required to follow the proper procedures for such changes. Amendments to the Land Use Map will be required to consider the policies of the Land Use Element, and also must be found internally consistent with the policies within the other elements of the General Plan.

A summary of each Land Use designation is provided below:

1. Open Space This land use designation recognizes those few remaining areas in and around the City which have value as natural preserves or passive open spaces. Areas within this land use category will be severely limited in their development options due primarily to significant environmental factors. The only area within the City Limits which utilizes this designation is in the Eastridge Specific Plan area. The text of that specific plan contains a more detailed description of the intent and uses permitted.

2. Rural Residential (1-2 DU/AC) The purpose of this land use designation is to recognize the large-lot

residential estate development in the Grossmont-Mt. Helix area and the more rural neighborhoods of the La Mesa Planning Area. These areas are often characterized by steep slopes and a rural development pattern which includes mature trees and natural vegetation. Although development can occur at densities of between one and two dwelling units per acre, areas with steep slopes may realize densities less than one unit per acre. Rural characteristics and natural terrain are to be preserved through utilization of grading practices which create natural appearing land forms. Mature landscaping shall be preserved when feasible.

3. Semi-Rural Residential (3 DU/ac) This land use designation recognizes neighborhoods with single family detached homes on lots of 14,000 sq. ft. or larger. An example of this would be the area east of State Route 125 known as La Mesa Highlands. Areas in this designation still enjoy some rural characteristics which are to be preserved in the same manner described in the Rural Residential designation.

4. Suburban Residential (4 DU/acre) This land use designation recognizes the suburban neighborhoods with lots of 10,000 sq. ft. or larger, which results in lower density developments with ample room between residences and relatively large yards. Areas such as Eastridge and the lower slopes of Mt. Helix are examples of this type development. A pending subdivision on the western end of Eastridge represents the last large scale development in this category, and in the City itself. Other development in this category will be limited to minor in-filling as a result of lot splitting.



5. Urban Residential (7 DU/acre) The Urban Residential designation is assigned to the broadest cross section of single family neighborhoods in the City. Most areas are fully built out, with existing development consisting primarily of single family detached homes on 6,000 sq. ft. lots. Minor in-fill development may occur in these neighborhoods; however new development must be compatible with surrounding neighborhoods in terms of density and structure types. In the Rolando Knolls area west of 70th St., a density of 10 units per acre may be achieved on larger lots as permitted by the implementing zone which has historically permitted 2 dwelling units per lot.

6. Restricted Multiple Unit Residential (14 DU/acre) This designation provides for duplex and other small scale multiple family type developments within the City. It is intended that the Restricted Multiple Unit designation serve in some cases as a buffer between single family residential areas and more intensive uses such as apartments or commercial developments. In those situations, developments in this designation will be reviewed carefully to insure that they do not intrude or adversely impact adjacent single family neighborhoods.

7. Multiple Unit Residential (18 DU/acre) Moderately high density residential development consisting of apartments and multiple family condominium developments are intended for this designation. Areas assigned this land use designation shall generally be located adjacent to streets which are shown as a Major Collector, Arterial, or Arterial Parkway in the Circulation Element.

Higher density residential development is also encouraged in areas with access to public transportation or adjacent to commercial development.

Some existing developments within this designation, built prior to 1977 under different City standards, may have densities of up to 40 dwelling units per acre. New development will gener-



ally be limited to 18 dwellings per acre. As will be explained later in this chapter, the General Plan and Zoning Ordinance have provisions for density bonuses. Up to five additional dwelling units may be allowed in developments which exhibit design excellence, provide a higher level of amenities and/or commit a portion of the new units to lower income households. It is intended that these five additional dwelling units per acre shall meet the requirements of the State's density bonus requirement, and result in projects with densities of 23 dwelling units per net acre.

8. Residential Mixed Density (7 - 18 DU/acre) The West Central Area Specific Plan created this designation to

address the unusual residential mix in the area between El Cajon Blvd and Highway 8. The intent is to recognize areas which have begun a transition from primarily single family homes to some higher density residential development. For areas in this designation, the City will attempt to create a pattern of single family and multiple family zoning districts which will allow new development without adversely affecting existing viable neighborhoods. In areas where the single family residential characteristics are to be preserved, densities above 7 DU's/ac will not be allowed.

9. Local Serving Commercial (Retail sales and services) Local Serving Commercial is intended to provide for a range of retail commercial and personal service activities which respond to the needs of nearby residential neighborhoods. This designation encourages the types of activities patronized by local residents such as grocery stores, pharmacies, dry cleaners, stationary stores, small restaurants and medical offices. It is intended that auto oriented uses be limited to gas dispensing and minor maintenance services which do not require extended vehicle storage or outdoor storage of materials. Building types permitted in this designation generally include one and two story buildings, either freestanding or in small scale neighborhood shopping centers.

10. Downtown Commercial (Mixed retail sales, services and high density residential uses) The Downtown Commercial District serves as the symbolic center of La Mesa. The goal of the Downtown Commercial designation is to promote a concentrated blend of diverse pedestrian oriented shops, per-

sonal services, professional and government offices, higher density residential and cultural activities. Auto oriented uses are considered inappropriate in a downtown business district and are therefore discouraged. The Downtown District shall encourage a compact arrangement of small scale, fine grained structures which are one, two or three stories in height. Mixed used with residences above the first floor are encouraged. A specific plan for the Downtown District has been adopted which further elaborates these policies.

11. Mixed Use Urban (A broad range of commercial and service uses mixed with multiple residential developments up to 40 dwelling units per acres)



This designation is used along the City's urbanizing transportation corridors such as University Ave., El Cajon Blvd. and La Mesa Blvd. It is intended to allow a more intensive level of commercial development than Local Serving Commercial, but not the high volume regionally significant activities found in

Regional Serving Commercial. By allowing a mixture of residential and commercial uses along established transit routes the City hopes to encourage new housing which is less dependent upon the automobile for access to service and neighborhood facilities, while creating a liveable urban environment.

Uses proposing outside sales and storage, auto related uses (including vehicle sales, rental and maintenance services) and drive-through facilities are conditionally permitted. Because this designation allows such a variety of uses which in most cases will be adjacent to residential areas, new developments will be carefully studied during the design review process to make sure they are internally functional and compatible with adjacent uses. In some areas the mix of uses and the scale of development may be limited to reflect adjoining land use patterns or specific plan policies.

12. Regional Serving Commercial (Retail sales and services) This land use designation is assigned to those areas of the City which are suitable for the more intense urban activities such as high volume retail sales, and other sales and services which are expected to draw customers from outside as well as inside the City. Areas designated Regional Commercial are served by convenient freeway access and public transportation. Grossmont Center, Fletcher Parkway and Alvarado Road are examples of areas where the designation is applied.

Examples of uses intended in the Regional Commercial designation would be retail shopping centers, large office complexes and uses providing services to the traveling public such as restaurants, service stations, hotels and motels. En-

tertainment uses such as movie theaters and nightclubs may be conditionally permitted. Within larger areas of the City which have been designated Regional Serving Commercial there may be areas which are suitable for mixed use or high density residential developments. The appropriate mix or uses permitted within these areas will be determined by the adoption of a specific plan which will also established the appropriate residential density.



13. Light Industrial (Light manufacturing, construction and wholesale trade activities) This designation is assigned to the Center Drive/Commercial Street district bounded by Interstate 8 and the Trolley right-of-way. This district has historically been La Mesa's industrial center. The goal of this designation is to preserve the area as an employment center by allowing a mix of light industrial, wholesale commercial and contract service

uses. When considering which particular uses are acceptable, the City will encourage those uses which generate employment.

14. Public Uses This land use designation is assigned to properties which are owned by public agencies, and which are reserved for activities serving the general public. Alphabetic abbreviations are used to specify the type of uses anticipated for each of these sites during the life of the plan. Properties designated for Public Use may, under some circumstances, be zoned and used for other uses, provided that the City Council is able to make a special finding that the proposed zone and use are compatible with surrounding uses and therefore consistent with the General Plan. The designations used for this category are:

- CC** - Civic Center
- PSF** - Public Safety Facility
- PW** - Public Works Facility
- T** - Transit Facility
- N** - Neighborhood Park
- C** - Community Park
- E** - Elementary School
- MS** - Middle School
- HS** - High School
- TR** - Transportation Right-Of-Way
- GA** - Other Governmental Agencies or Institutional Facilities

Land Use Matrix and Density Bonuses

Land Use designations in the General Plan should not to be confused with zoning classifications which are a

more precise expression of the City's development regulations. It is intended that more than one zone may be used to implement most land use designations. The compatibility matrix shown in Figure 5 has been prepared to illustrate the relationship between Land Use designations and zoning classifications. When considering any of the residential designations one should keep in mind the following issues which influence the stated densities or the appearance of developments within those designations:

Density Ranges

Several of the residential land use designations have a range in the number of units per acre permitted. In some cases, such as the Residential Mixed Density designation this range can be quite broad. It is the policy of the Land Use Element that the upper limit listed for any residential designation does not automatically represent the maximum development entitlement for any particular property. The Land Use Element sets the general use and development pattern for an area. Development review procedures used to implement the General Plan will define the appropriate densities and development types for specific areas. In the process of establishing the appropriate zoning classification for a parcel or area, or in the discretionary review of specific projects, the density for development will be established within the land use designation range.

Senior Housing Bonuses

To address certain areas and households with special housing needs, La Mesa offers to approve densities and development standards different from

those contained in the Zoning Ordinance through the specific plan process. The City will continue this process as a means to implement State requirements described in greater detail in the Housing Element.

One area in particular in which the City is willing to consider density bonuses and modified development standards is for housing specifically for senior citizens. This has been a successful method of providing affordable housing for a segment of the community whose needs in terms of living area and facilities are often less than for younger house-

holds. The General Plan provides the policy foundation necessary for approving a specific plan for a senior housing project.

Affordable Housing Bonuses

The State of California mandates that local jurisdictions provide incentives for the production of housing affordable to lower income households. Among the possible incentives the State requires is a 25% density bonus to new developments with 5 or more units which reserve 20% of the units for lower income households. This requirement generally has the greatest impact on the multiple family projects although it applies to all residential designations.

Figure 5

General Plan Land Use Element Compatibility Matrix

Zone Designations		R1E-a	R1E-B	R1S	R1	R1A	R2	R3	RB	(MU)	(OP)	CN	CD	C	CM	M-a
Open Space	1	o	o	o	o	o	o	o								
Estate Residential 1-2 du's/acre	2	★														
Semi-rural Residential 3 du's/acre	3	★	★													
Suburban Residential 4 du's/acre	4		★	★												
Urban Residential 7 du's/acre	5			★	★											
Restricted Multiple Unit 14 du's/acre	6				★	★	★									
Multiple Unit Residential 18 du's/acre	7					★	★									
Mix Density Residential 7-18 du's/acre	8				★	★	★	★								
Local Serving Commercial	9								o	o	★	★		o		
Mixed Use Urban 23 du's/acre	10							o	o	★	★	o		★		
Downtown Commercial	11									o	★		★			
Regional Serving Commercial	12								o	o	★			★	o	
Light Industrial	13														★	★
Public Use	14	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o

★ = Zones most consistent with General Plan

o = Zones consistent with General Plan under unique circumstances and/or with special design control

() = Zones in parenthesis will be created in implementation process

a = Zones to be modified to implement plan

The clearest example of how the bonus system works in La Mesa is found in the City's Zoning Ordinance which allows a density bonus of up to five units in multiple residential developments. Under those provisions the standard multiple residential development in the R-3 zone would be 18 units per acre, with a density bonus resulting in up to 23 units. In other residential designations of the General Plan such as Restricted Multiple Family, the base density of 14 units per acre could result in developments of 17.5 units per acre after a density bonus.

Accessory Dwelling Units

The State has also mandated that second units, as defined by the Government Code and the Zoning Ordinance, shall not be counted against the density limits of the Land Use Element. In La Mesa these second units are referred to as Accessory Dwelling Units and are reviewed and approved through the conditional use permit process. The development of these units has occurred mainly in the lower density residential neighborhoods which typically have single family detached housing on individual lots.

Planned Residential Developments

Within all single family residential categories, development can occur using the Planned Residential Development (PRD) provisions of the Zoning Ordinance. The development standards for a PRD allow the clustering of development on a site, resulting in projects which can better achieve the objectives of the Urban Design Program. However, the PRD regulations require projects to be

compatible with surrounding uses and stay within the density provisions of the underlying zone or the applicable General Plan category.

Transit Oriented Development

Local jurisdictions have worked through SANDAG to develop and implement a Regional Growth Management Strategy in an attempt to combat the adverse affects of congestion on the regions highways and major streets. As part of this strategy, more emphasis is being placed on the use of public transit. Public transit systems work best in areas of higher density residential development; therefore, this plan attempts to encourage higher levels of residential development along transit corridors. A new proposal is for the City to grant a density bonus when a project is within a quarter mile and has reasonable access to transit service, and/or provides some incentive for use of public transit. In no event is this density bonus to exceed 40 units per acre.

Land Use Policies

General

- 1. The City will maintain land use patterns in the community through the establishment of Land Use Designations and implementation policies which are intended to preserve existing viable neighborhoods and commercial developments.**
- 2. Intensity of development in non-residential areas will be consistent with the descriptive criteria in the Land Use**

Element designations, the policies of the Urban Design Element, and zoning classifications which achieve these objectives.

3. The City will adopt specific plans and zoning ordinance regulations which will permit and facilitate the development of mixed use projects along designated transportation corridors. Where a mixed use project is consistent with the Urban Design Program, projects may be allowed to have residential densities of up to 40 dwelling units per acre.

4. Land use designations which allow more intense development or higher density residential uses will be encouraged in areas along major transportation corridors, or areas located and designed to encourage transit use.

5. The City will use the specific plan process to approve senior housing projects which may exceed the stated density limits of a Land Use designation and which may have reduced parking and open space requirements when the following findings are made:

- a) There is adequate pedestrian access to shopping, transportation, medical and other support services.
- b) Public facilities are adequate for scale of development proposed.
- c) The scale and design of the proposed development is compatible with surrounding uses.
- d) The proposed development is limited to senior citizens.

6. All land owned by the State of California in freeway right-of-way shall be shown as Transportation Right-of-Way under the Public Uses Land Use Category. Any change to this public use through sale or lease to private interests should occur after the City has found the change compatible with surrounding land uses and consistent with the General Plan.

7. The City will maintain effective code enforcement programs to promote the health, safety, welfare, and quality of life in the community, and to uphold established community appearance standards to achieve the land use and urban design goals and policies of the General Plan.

8. Land use changes and redevelopment projects should place high priority on policies and programs which will keep the City "business friendly" and economically "competitive" to support the attraction, expansion and retention of businesses in La Mesa.

9. Areas of the City displaying deterioration and blight should be considered as candidates for new redevelopment project areas or other programs providing incentives, assistance or requirements to improve the area.

10. New development shall be required to provide adequate on-site parking and circulation in accordance with standards established by the City which are consistent with the General Plan.

11. The City shall maintain regulations and procedures to permit the abatement of non-conforming and nuisance uses that are found to be inconsistent with the goals and policies of the General Plan.

12. Home occupations are expected to become more common with advances in technology and will continue to be permitted within standards which will preserve the residential character of all City neighborhoods.

13. The City will develop and implement programs and projects that will help to retain the strong positive characteristics and qualities of La Mesa as a leading community in the region and keep La Mesa the "Jewel of the Hills."

Land Use Objectives

General

1. To modify and streamline all regulations regarding development of land into a comprehensive development ordinance which is consistent with the General Plan.

Residential Neighborhoods

La Mesa offers a variety of residential neighborhoods. There are multi-family apartment projects along some arterial streets and collector streets as well as an assortment of single family areas on hillsides, in canyons and the flatter mesa's. Each of these neighborhoods has an individual character defined by the

local street pattern, the size and shape of the lots, the type of building construction, how and where buildings fit on the lot, landscaping as well as views of and from the homes. The goals, policies and objectives of this plan are designed to protect these valuable community assets which define the character of La Mesa.

Land Use Policies

Residential

14. All new development, redevelopment and rehabilitation within residential neighborhoods shall be designed and constructed to fit within the context of its neighborhood.

15. Changes in patterns of residential building intensity and population density will be permitted when found to be consistent with the goals of the General Plan.

16. To avoid overcrowding and to insure that neighborhood quality is preserved, the zoning ordinance will provide regulations regarding the commercial use (e.g. mini-dorms) of residential structures in residential zones.

17. The Land Use goals and policies, as well as existing subdivision patterns will be used to evaluate subdivision proposals. Flag, panhandle or easement access subdivisions will be limited by design guidelines intended to preserve neighborhood character.

18. Methods to preserve natural features of the land, including mature stands of trees and topographic features, should be incorporated in new residential development standards.

19. Development of hillside and hilltop parcels will be designed and constructed to retain as much of the natural topography as possible. Grading will be minimized by requiring site development plans to conform to the existing topography as much as possible.

20. All residential properties will be required to well maintained, with healthy landscaping, and kept free of excess debris. Outside storage of inoperative vehicles and other junk is considered a nuisance and will not be permitted.

21. The City will provide programs for the maintenance and rehabilitation of the housing stock in general, and provide specific programs addressing preservation of historic homes and neighborhoods.

22. The City will maintain open space in residential neighborhoods through the existing park system and in conjunction with neighborhood school facilities.

23. Mobilehome parks in the City are generally small facilities occupied by travel trailers nearing the end of their safe and useful life. The City will not actively encourage the closure of these parks, nor will it discourage the rede-



velopment of such sites when an adequate tenant impact report to meet State mandated requirements has been prepared.

24. To encourage the maximum utilization of land in multiple family designations, the City will discourage PRD developments at densities similar to those found in single family areas unless they provide parking and open space amenities similar to patterns found in single family neighborhoods.

Land Use Objectives

Residential

2. To undertake studies to identify neighborhoods which are showing signs of deterioration, define the needs, and formulate plans and programs for long-term neighborhood conservation and improvement. This will include working collectively with all aspects of the City's operations and services, as well as, building partnerships with

other agencies (e.g., school districts) and other community groups to assist in these neighborhood improvement programs.

Commercial Districts, Streets and Neighborhood Centers

La Mesa serves an assortment of commercial needs through various commercial areas. As an example, Grossmont Center and Grossmont Hospital are part of a high density commercial district serving the city and region with a variety of commercial uses and professional services including retail, restaurants, medical offices and a hospital. On a smaller scale, Downtown La Mesa provides many of the same services with a focus on community serving retail and commercial offices. Most of the City's major arterials, including La Mesa Boulevard, El Cajon Boulevard, University Avenue, and Fletcher Parkway, provide locations for many destination and auto-oriented businesses, and smaller retail centers. Larger neighborhood shopping centers are located near residential areas at the intersection of collector and arterial streets.

In addition to these retail areas, La Mesa has a relatively small industrial district located on Commercial Street, Center Drive and Case Street in the central part of La Mesa. This older area also provides a variety of heavy commercial, wholesale and commercial service functions.

There is little vacant land in these centers and along these streets so most change will occur through the intensifica-

tion of existing use and redevelopment. The goals and policies for these areas are aimed at promoting additional development opportunities and improvement of these areas.

Land Use Policies

Commercial

25. The City will continue to promote the continued economic growth of the Grossmont Specific Plan Area through land use policies and implementation programs intended to provide the necessary circulation pattern and infrastructure necessary for the creation of the Grossmont area as a high density urban subcenter.

26. To retain the village atmosphere and pedestrian scale of buildings as proposed in the Downtown Village Specific Plan.

27. To preserve historic buildings in the Downtown Village, and other commercial areas, through restoration and adaptive reuse.

28. The Civic Center should remain as a group of public and semi-public uses in the Downtown Village area.

29. To utilize commercial nodes at key entries to the City to provide clear "gateways" into La Mesa.

30. The City will actively promote the undergrounding of all utilities in commercial areas. Any new development will be required to underground existing utilities with the development or redevelopment of the property.

31. Specific plans will be adopted as the means for implementing the Mixed Use Urban category on El Cajon Boulevard, La Mesa Boulevard and University Avenue. These specific plans will include criteria for public and private landscaping, design guidelines for new construction, and a financial plan for the upgrading of public facilities.

32. Development in all commercial areas shall be consistent with the Urban Design Program.

33. Encourage the improvement of the appearance and effective use of the central industrial area.

34. Building intensity should be limited primarily by the floor area ratio and other development regulations established in the zoning district or the specific plan which applies to the property in question.

35. Height limits for non-residential buildings will be specified in each zone. However, the most appropriate height for buildings can also be determined on a site-by-site basis through the application of floor area ratio standards and the approval of a Special Permit by the Planning Commission which may allow a building to exceed the specified height limit where appropriate.



Land Use Objectives

Commercial

- 3. To develop a commercial component for the City's rehabilitation loan program within eligible areas.**
- 4. To adopt specific plans for the major designated transportation corridors as "Mixed Use Urban".**
- 5. Expand existing or establish new redevelopment projects areas where appropriate for the implementation of this plan.**

Other Long-range Planning Objectives

As explained in the Introduction, the General Plan must provide effective policy direction and serve as a useful decision-making tool on a regular basis. It must also serve as a long-range vision for the City to help in defining where the community is going, how it will get there, and how it will adapt to an ever changing environment.

In this context, the General Plan provides some long-range ideas to be considered in the implementation process during the planning period. The following land use concepts are representative of the types of long-range planning programs and projects that could be studied in more detail as a means of achieving the goals of the Land Use and Urban Design Element. These types of projects would improve in the quality of life in La Mesa, and maintain the City's position as one of the leading communities in the region. The projects outlined below are consis-

tent with the goals and policies of the General Plan, but will require additional study and evaluation as part of the actual implementation process:

1. Create stronger gateways and distinct edges to clarify and define the unique qualities of La Mesa as distinct from adjacent communities.
2. Create stronger and more positive images for neighborhoods and districts within the City.
3. Complete and implement a master plan for a more effective use and enhanced appearance of the Civic Center area.
4. Establish a plan for the enhancement and redevelopment of the north side of the Fletcher Parkway corridor.
5. Development of a specific plan for the revitalization of the El Cajon Blvd. corridor.
6. Development of a specific plan for the revitalization of the University Avenue corridor.
7. Development of a specific plan for the revitalization of the light industrial area in the central part of the City.
8. Explore the possibility of a redevelopment plan for the area located in the southern part of the City between State Route 94 and High Street, and west of Spring Street in conjunction with the extension of State Route 125 through Lemon Grove to La Mesa.
9. Development of a master plan to define the opportunities for combining parks and school sites for maximum usable open space, and to identify the possibilities for a "vista" or "view" park for the City.

10. Along with Helix Water District, study the possibilities for the re-use of the quarry site on High Street.
11. Implement a plan for the revitalization of the Northmont neighborhood.
12. Development of a plan to enhance the opportunities for access to Lake Murray and the Mission Trails Regional Park system from Sunset Park and Padre Bay Arm.
13. Develop a master plan for the most effective use of MacArthur Park, the Community Center, and the Senior Center.
14. Implement a new redevelopment project in the Central Redevelopment Project Area, and consider the expansion of the boundaries of the Project Area.
15. Complete implementation of the Alvarado Creek Redevelopment Project area between Guava Street and 70th Street.
16. Create new opportunities for affordable housing projects on surplus public lands within the City, such as the northwest corner of Waite Drive and Murray Hill Road.
17. Work to complete the Mission Valley East extension of the trolley system as quickly as possible.
18. Work with MTDB to develop a redevelopment project over the Grossmont Trolley station site.
19. Try to define opportunities for the effective development of surplus land created by the completion of the free-way system within La Mesa.

20. Implement an effective economic development program in the City which will build upon existing resources in the community and advances in information and communication technology.

The Planning Area

Planning Area Goal 1

To remain well informed and involved in all the decisions made concerning significant activity in the City's Planning Area.

Planning Area Goal 2

To work with LAFCO to develop a Sphere of Influence which is consistent with the City's goals and policies for the Planning Area.

Planning Area Goal 3

To provide areas annexed to La Mesa with the same high quality services received by current City residents and businesses without resulting in a decrease in the quality of service received elsewhere in the City.

In the summer of 1987, the City of La Mesa's Planning Commission and City Council considered and adopted a General Plan amendment which established the Planning Area for the City. Figure 6 shows the City of La Mesa's Planning Area as adopted in 1987. Establishment of the Planning Area was completed as part of the City's effort to work

with LAFCO in defining a Sphere of Influence for La Mesa. Resolution of a Sphere of Influence with which the City is in agreement is likely to remain an ongoing issue during the planning period. Several outside forces will continue make an issue of the City's ultimate boundary. In addition, the desire for City services in some adjoining unincorporated areas will continue to put pressure on the City and LAFCO to address the ultimate boundary of the City as well. The City has undertaken several studies of the Planning Area to the east of the City, and concluded that there could be significant fiscal concerns with incorporating only portions of the Planning Area. As a result, this remains a somewhat open issue, subject to periodic review.

In addition to the issues raised by the Sphere of Influence, the Planning Area boundary is an important indicator of the City's interest in both public and private land use activities occurring in the fringe all around the City. This includes areas to the north, west and south of the City which involve incorporated areas of San Diego, El Cajon and Lemon Grove.

The passage of Proposition "C", which produced the Regional Growth Management Strategy has also made the City's Planning Area a useful indicator of La Mesa's interest in regional planning and development activities occurring outside the City Limits. For this reason, it is important that the General Plan clearly articulate the City's interest in activities around all its borders.

The unincorporated portion of the Planning Area is approximately ten square miles and extends as far east as Jamacha Road. If the entire area were ever to annex to the City, La Mesa would

more than double its current size. The physical setting of this eastern portion of the planning area is similar to the City of La Mesa as described in the "Physical Setting and Environment" section of this chapter.

The predominant land use in the eastern portion of the Planning Area is single family residential on large lots ranging from 10,000 square feet to an acre or more in size. There are small amounts of higher density multi-family residential developments generally along the Campo Road area of Casa De Oro, and in the Rancho San Diego area along Avocado Blvd and Jamacha Road. Other sections of the Rancho San Diego area are proposed for medium to high density residential development in the years ahead.

Commercial land uses in the unincorporated planning area consist of retail sales or commercial offices located in neighborhood commercial centers of just a few acres, or larger community commercial districts of 10 acres or more. There are no concentrated areas of heavy commercial or industrial land uses in the eastern planning area.

Circulation through and within the eastern planning area is provided by a network of major and collector roads such as Fuerte Drive, Lemon Avenue, Campo Road, running east and west; and, Avocado Boulevard, Jamacha Road and Conrad Road, running north and south. In addition, the single family neighborhoods are served by residential streets and private easement roads with varying levels of improvements. Many of the streets outside the newer Rancho San Diego area are lacking in curbs, gutters, and sidewalks, which is in keeping with the more rural atmosphere of the neighborhoods.

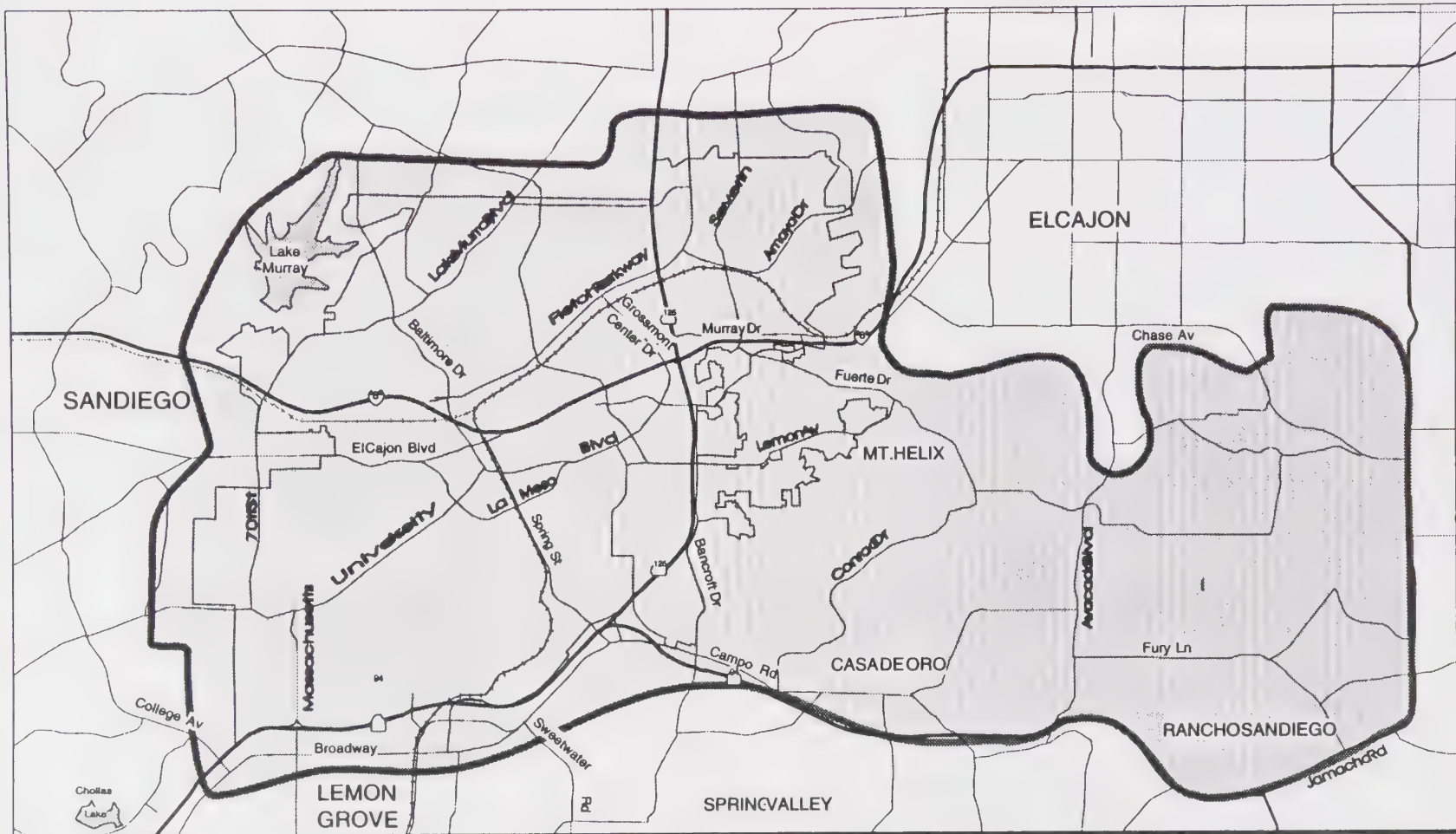


Figure 6

La Mesa Planning Area

If the City were to annex any sizeable portion of the eastern area and attempt to provide the level of City services and facilities provided within the City, expenditures for the new area would vastly exceed current and projected revenues generated by area with existing revenue sources. This finding has been confirmed by two separate studies on the feasibility of annexation prepared by the City. As a result of the findings from both reports, the current General Plan contains several policies which will insure that any future annexations of territory are completed in a fiscally sound manner.

The balance of the Planning Area involves a quarter mile fringe extending into the cities of Lemon Grove, San Diego and El Cajon. Much of the land use immediately adjacent to the north and west of the City is single family residential. The City is fortunate to have the Lake Murray portion of the Mission Trails Regional Park along it's north west border providing an identifiable edge to the City as well as an invaluable recreational open space feature.

To the west, the City of San Diego is predominantly residential with the exception of the El Cajon Blvd and University Ave commercial corridors leading into La Mesa. The City will be particularly interested in any planning actions along these routes as they represent such major "gateways" into the community.

State Highway 94 provides a clear border between La Mesa and the City of Lemon Grove to the south. Lemon Grove is in the process of redeveloping sections of their community between the freeway

and Broadway. These activities will be of interest to La Mesa as they will improve the economic climate of the area and will address blight.

The Planning Area shown for the General Plan in Figure 6 represents the area the City of La Mesa has a general interest in and will make a special effort to keep informed about significant new developments during the Planning Period. The City will be assisted in this informational effort by the memorandum of understanding signed by all local jurisdictions in 1990. This MOU commits cities and the County to provide notices to adjacent jurisdictions when development is proposed which might impact the neighboring agency.

Planning Area Policies

- 1. La Mesa will remain a participant in regional efforts to coordinate the passage of information between governmental agencies leading to mutual agreement upon public and private development activities within the Planning Area.**
- 2. Prior to the annexation of any portion of the Planning Area greater than 10 acres in size or involving commercial or multiple family residential uses, an amendment to the General Plan will be approved which includes an analysis of the existing and proposed land use and circulation patterns, the public services and facilities needs and the overall fiscal impact on the City. Larger areas may also require the**



adoption of a specific plan to provide the level of detail needed to adequately evaluate the long-term development potential for the area.

3. Any annexation requiring an amendment to the Land Use Element Map shall be assigned La Mesa Land Use categories equal to or less than the intensity of land use categories assigned in the Valle de Oro Community Plan map.

4. Design standards for public facilities and infrastructure which may vary from City standards may be approved through the adoption of a specific plan prior to annexation. Such modified standards shall be consistent with the character of the area, but shall not compromise the safety of and welfare of properties either in the City or areas affected by the proposed improve-

ments. Design standards shall be developed in cooperation with residents and business owners within the adopted Sphere of Influence.

5. Property owners and residents of the area annexed to La Mesa should expect to pay for capital improvements in direct relation to the benefit derived from such improvements. Anticipated improvements such as sewer mains and laterals, fire hydrants, street improvements, and storm drains will be defined and projected costs established prior to public hearings. The City may utilize assessment districts or other means to defray costs for providing and maintaining services to a newly annexed area. The costs for defining the scope

of improvements and projecting the financial obligation for annexed areas shall be paid by the petitioning property owners prior to public hearings.

6. Properties annexing to La Mesa with a functioning on-site septic waste water disposal system will not be required to connect immediately to the public sewer as a condition of annexation, unless needed for health reasons.

7. Annexation will be made a condition of extension of sewer service from La Mesa to previously unserved areas. An exception to this policy would be for non-contiguous parcels with identified health problems related to a failed septic tank.

8. Sewage treatment capacity for La Mesa is determined by the City's participation in the joint-power sewer agency serving the San Diego metropolitan area. Adequate capacity should be ensured at the time of annexation either by transfer of existing capacity rights or securing of additional new capacity.

Regional Growth Management

In 1988, the voters of San Diego County approved Proposition "C", the Regional Planning and Growth Control Initiative, advising local governments to jointly prepare a regional plan for growth. La Mesa, along with the other cities in the region and the County of San Diego, has cooperated with SANDAG in the devel-

opment of a Regional Growth Management Strategy. This strategy was accepted by the local agencies in 1992, and adopted by the SANDAG Board of Directors in January, 1993. The intent of the Regional Growth Management Strategy is to help ensure that the impacts from projected growth in the region will not harm the quality of life.

The Strategy is made up of four basic components: 1) nine "Quality of Life" factors with corresponding standards and objectives; 2) recommended actions for preserving the region's quality of life; 3) memorandums of agreement among local jurisdictions to ensure consistency between the Strategy and local plans; and 4) a process for monitoring the growth forecast and Strategy.

The Quality of Life factors, which are the key component of the Regional Growth Management Strategy, are:

- Air Quality
- Transportation System and Demand Management
- Water
- Sewage Treatment
- Sensitive Lands Preservation and Open Space Protection
- Solid Waste Management
- Hazardous Waste Management
- Housing
- Economic Prosperity

The other key feature of the Growth Management Strategy is an annual consistency checklist which each jurisdiction has agreed to use as a means of self-certifying that their plans and development efforts meet the standards and objectives of the Quality of Life factors.

La Mesa should not find it difficult to meet the Quality of Life standards in the self-certification process for several reasons. First, the City is a community which is mostly built-out and will not be making the types of land use decisions which are likely to have a significant growth related impact on the regions quality of life. Second, the City's General Plan and Zoning Ordinance have for years encouraged the kinds of mixed use and higher density developments along transportation corridors which are intended to accommodate developments within the context of existing local and regional infrastructure. These land use policies are consistent with the objectives of the Regional Growth Management Strategy. Third, the City has traditionally taken a pro-active and responsible position on such matters as solid waste and hazardous waste management. It is therefore among the leading cities in terms of policies and programs which address these issues.

Regional Growth Management Policies

- 1. City will continue to be an active participant in regional planning efforts, and strive to implement the regional growth management strategies which directly relate to the City.**

Urban Design

Urban Design Goal 1

Promote and preserve a strong positive community identity and image of the City of La Mesa.

Urban Design Goal 2

To improve the quality of life in La Mesa through the application of urban design principles for new development and redevelopment.

Urban Design Goal 3

To keep La Mesa regionally competitive in terms of business retention and attraction, and in terms of providing quality residential neighborhoods through policies and programs which support property maintenance and re-investment.

The City of La Mesa enjoys a beautiful natural setting and has a long standing commitment to the preservation of its scenic resources. To complement this commitment, the City has also insisted on design excellence for all development along its major streets and within its business districts, residential neighborhoods and public areas. In order to assure the future quality of the City's appearance and to enhance its beauty, the City Council has decided to strengthen the community's commitment to design excellence through the inclusion of urban design policies in the General Plan.

In addition to its physical setting, the City has taken pride and attempted to preserve its historical image as a distinct suburban community at the edge of the San Diego metropolitan area. As the region has grown and urban growth has engulfed La Mesa, it has taken more of an effort for the City to maintain its image as a separate community. An important function of this plan will be to establish policies and programs which will help the City define itself in the urban fabric as growth continues to occur.

Community Image

A "community image" is a planning tool consisting of an association of several smaller visual images which collectively help to identify a city's physical form and character. Although a community image is an abstract idea, once it is understood and a consensus is built about an "appropriate" image, the community can adopt policies and programs to preserve and enhance the community image. These policies can be used to guide individual development projects to assure that they fit within the context of the community as whole and the neighborhood in which they reside.

One method for understanding the concept of community image was developed by Kevin Lynch, a noted expert on urban forms. His method utilizes a vocabulary of various visual images, which include nine elements briefly outlined in Figure 7. Each individual element has as relative strength depending on its scale and memorability.

Figure 7

Community Image Elements

PATH - Paths are the channels through the city along which the observer moves. They may be streets, walkways, transit lines, or railroads. People observe the city while moving through it, and along these paths the other environmental elements are arranged and related.

EDGE - Edges are linear elements such as shores, steep slopes, edges of development, or walls that serve as boundaries between two phases or breaks in continuity. Such edges may be barriers which close one region off from another, or they may be seams along which two regions are related and joined together.

LANDMARK - Landmarks are usually either physical objects such as signs, isolated towers, unique buildings; or natural features such as a hill or lake. They may be within the city or at such a distance that they symbolize a constant direction.

DISTRICT - Districts are the medium to large sections of the city which the observer mentally enters inside of, and which are recognizable as having some common, identifying character. The district character is often identifiable by the unity of land uses and development.

NODE - Nodes are the strategic spots in a city into which an observer can enter, and which are the intensive foci to and from which people travel. Many nodes, by nature, are both junctions of paths and polarizing centers for districts. Nodes are well defined and recognized by a cohesive design theme using architectural treatment or street hardware.

GROUPING - Groupings are small-to-medium sections of the city that are similar in relation to districts. They are a collection of similar units that bridge gaps left between districts and nodes. A grouping may be buildings of similar character, use, or history, or be non-structural such as a park or open space.

GATEWAY - Gateways serve as the visual entries or exits between a district, grouping, or denote an access through an edge. A gateway may be characterized by natural or man-made features, usually in conjunction with traveling along a path. The use of gateways helps to define entries by portraying positive community characteristics or elements that are easily recognizable.

PANORAMIC VIEW - Panoramic views provide an overall image of a large portion of the city or outlying region. The location may be within or adjacent to the city and from an easily access point such as a hill top, pass, or atop a landmark.

VISTA - Vista is similar to panoramic views but with a much narrower angle. These views are characterized by long vertically defined spaces that open to allow sight of a few select elements. Common examples occur along streets, corridors, or groves that open on to views of the ocean, a major building, or a square.

Figure 8
Community Image Map



Using this method, an image of the community can be mapped. The General Plan Citizen Committee and staff prepared such maps in a workshop on urban design during the citizen participation phase of the General Plan Update.

Image studies of this type reflect individual perspectives of a community, but are also a means of recording a general consensus about existing or planned urban design elements of a city. Examination of the four maps prepared by the planning staff and citizen groups showed a great deal of consensus on the following major elements of La Mesa's community image.

- The freeways and Fletcher Parkway are major paths with edges that define major portions of the City.
- The major arterials in the City, University Avenue, La Mesa Blvd., El Cajon Blvd, Spring Street, Baltimore Drive, Jackson Drive and 70th Street are major paths, edges and boundaries for the City's districts.
- The Trolley line is a major new circulation path through the City.
- Mount Helix is a major landmark for the City of La Mesa.
- The downtown village and civic center are major nodes.
- The Grossmont Center and Hospital area is a major node.
- There are many panoramic views from along and on top of the City's hills, including Mount Helix.
- Many of the "gateways" to the community are poorly defined and do not serve the identifying function that they should.

Using these consensus points, an image map for La Mesa for this element, shown in Figure 8. It is important to note that this map is just one of many possible images of the community and others may be more appropriate to form the basis of urban design policy.

On a city-wide basis, it is important to understand how and where a new development may affect the overall image of the City. However, the design success of a new development must also



be measured within the context of its immediate neighborhood, on specific site criteria, and on its architecture. The urban design goals, policies and programs listed herein are meant to insure successful design for development and redevelopment projects in the city as measured on a community wide, neighborhood and site specific scale.

The Urban Design Program

With the image map of La Mesa as a base, community goals and objectives have been established and are implemented through the Urban Design Program. La Mesa's Urban Design Program has evolved over many years from a program which focused on building design in the downtown area, into the current program which examines a broad range of urban design issues for the whole City. This evolution can be seen in the following chronology of key City Council decisions:

- July 14, 1964 - Precise plan and design guidelines for the downtown area are adopted.
- July 12, 1977 - Architectural and Planning Review Board formed for the downtown.
- December 20, 1977 - City-wide Design Objectives and Development Standards adopted.
- March 14, 1979 - Architectural Control Overlay Zone adopted.
- April 5, 1983 - Development Advisory Board appointed and criteria for site development plan review adopted.
- June 23, 1987 - Urban Design Program Approved
- October 27, 1987 - Design Review Board is established.

The current Urban Design Program utilizes principles of good urban design within a process intended to insure that new development fits into the fabric of the community. The program establishes a system to evaluate both public

and private projects based on a hierarchy ranging from a regional or community perspective on down to the fine grain details of the site plan and architecture. This process is a key method of implementing the Land Use Element of the General Plan.

Urban Design Policies

1. All new commercial development and redevelopment shall conform to the standards and provisions of the adopted Urban Design Program.
2. New residential development shall be designed to fit within the current or planned context of its surrounding neighborhood or district.
3. Gateways into and throughout the City shall be enhanced with distinctive physical elements to clearly define the communities edges and signify the distinct qualities of La Mesa.
4. The visual quality and continuity of the community shall be enhanced through consistent circulation patterns, definitions of community edges and boundaries, distinct nodes, and removal of disruptive elements.
5. Design methods shall be used which encourage the efficient use of natural resources and are inherently safe places to live and work.
6. New development shall be designed to enhance as well as maintain the natural features of a site. Removal of

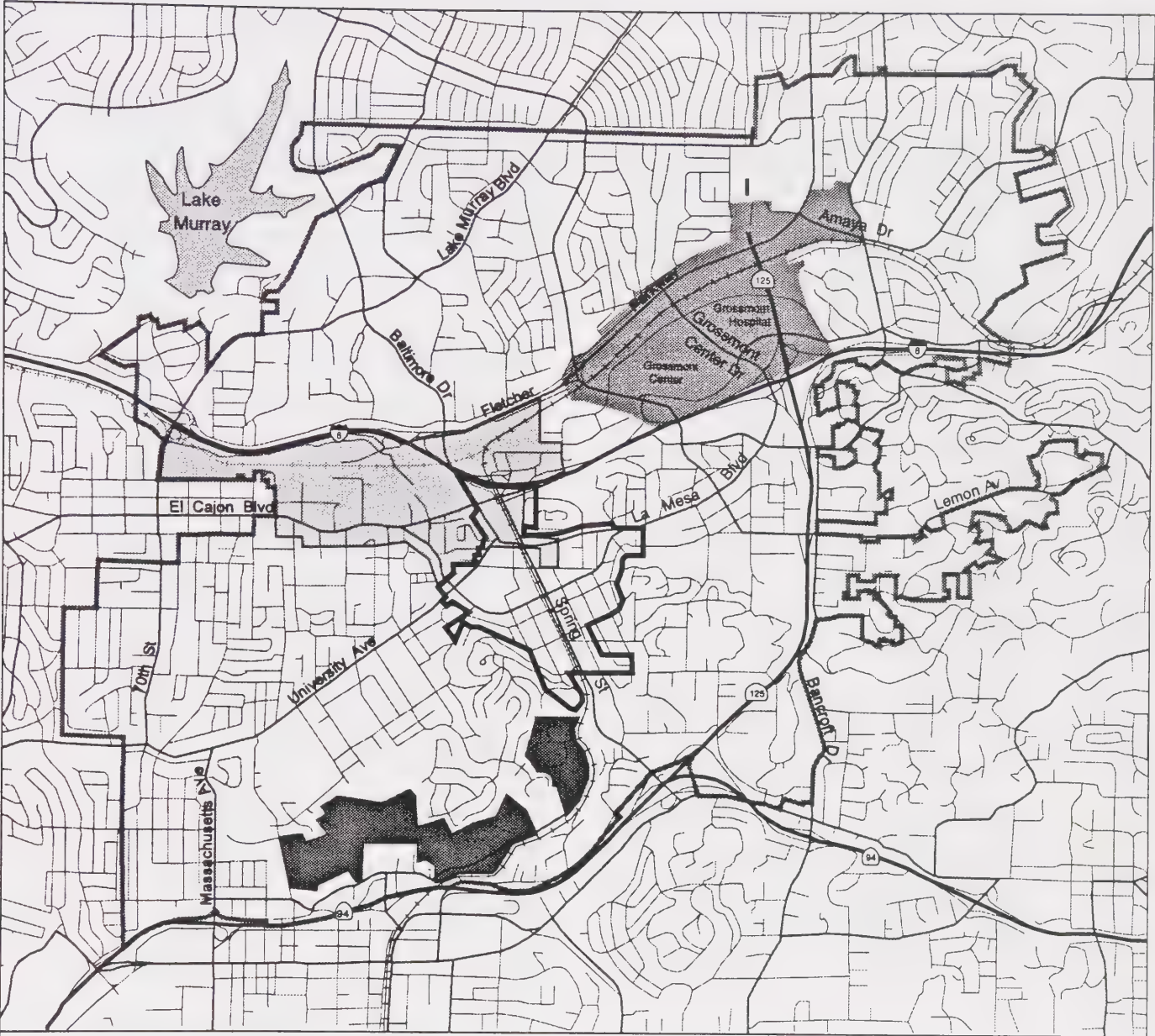






Figure 9

La Mesa Specific Plan Areas

-  Grossmont Specific Plan
-  West Central Specific Plan
-  Downtown Specific Plan
-  Eastridge Specific Plan



major rock outcroppings, trees or other natural features through grading or other construction processes will be avoided.

7. Where feasible, the redevelopment or renovation of sites, both private and public, should take care to renovate or otherwise conserve historically and architecturally significant structures.

8. The visual quality and continuity of the community will be enhanced through consistent circulation patterns, better definition of community edges and boundaries, distinct gateways and nodes, and removal of visually disruptive elements .

9. Encourage energy conservation and safety conscious design methods for new development.

10. Provide programs and plans that give direction and guidelines for the preparation, review, and establishment of specific design areas within the community.

Implementation Programs

The General Plan is a policy document adopted by City Council Resolution. In order to implement its policies, other plans and programs must be adopted. A variety of these plans and programs have been used in La Mesa to implement land use policy; including spe-

cific plans, redevelopment plans, development regulations, the Urban Design Program, and a collection of related activities. This section briefly describes how each of these plans and programs work within La Mesa.

Specific Plans

Specific plans are used in many California cities to provide a bridge or link between the broad policies of a city's general plan and the implementation process through the city's development regulations and capital improvement program. While specific plans are prepared for a variety of reasons, in areas of varying size, shape and condition; the content of a specific plan usually includes an examination of current conditions, a forecast of future conditions, a list of goals and policies, a capital improvement program, and a set of development regulations tailored to the unique characteristics and planning issues in an area.

In La Mesa, specific plans have been adopted in four areas as summarized below and shown in Figure 9:

Grossmont Specific Plan

The Grossmont Specific Plan was originally developed jointly by the City of La Mesa, Metropolitan Transit Development Board, Grossmont Hospital District and Grossmont Shopping Center. The purpose of the plan was to examine the development potential of the area in relation to all of the public facilities, including streets, in the area so that a capital improvement program could be developed. The basic finding of the plan was that the area could and should develop to

fairly high commercial densities taking advantage of the variety of transportation services available to the area. The plan, along with a capital improvement program which outlined the responsibilities for a variety of improvements, was first adopted in 1983. In 1992, City staff worked with the key property owners in the specific plan area to update the plan. The updated plan was adopted by the City Council in 1993.

West Central Specific Plan

The West Central Specific Plan was developed by the City planning staff working with a group of citizens representing homeowners, renters, land owners and business owners in the plan area. The plan was an outgrowth of the City's attempt to create a redevelopment project area within the boundaries of the specific plan. The plan, adopted in 1986, outlines a capital improvement program and policies for some increased development along El Cajon Blvd. Continued interest in the improvement and revitalization of this area is anticipated during the planning period.

Downtown Specific Plan

The Downtown Specific Plan was developed through a unique process involving a selected team of planning and design professionals who assisted a citizen committee in the formulation of the plan. The purpose of this plan is to define the policies, programs, and public improvements needed to preserve the downtown district as the symbolic center of La Mesa. The plan includes a set of design guidelines for redevelopment and the recommended capital improvements needed to implement the Plan.

Eastridge Specific Plan

The Eastridge Specific Plan was prepared for the 200 undeveloped acres located just northerly of Highway 94 between Spring Street and Murray Hill Drive. Adopted in February, 1989, the plan provides for the construction of 516 homes, and sets aside a significant area of land for the preservation of Coastal Sage Scrub habitat. During the time the plan was being prepared, the owner sold a portion of the land to the U.S. Navy for the construction of 244 units of family housing for enlisted personnel. The adopted plan therefore reflects the 244 navy housing units, along with plans and policies for development of 272 privately owned single family homes in the balance of the Plan area.

There are other areas of the City where a specific plan may be useful in implementing the provisions of the General Plan. Periodically the City will review each of the existing specific plans for General Plan consistency, and examine other areas to determine whether a new specific plan is warranted.

Redevelopment Project Areas

According to California law, the City Council has the authority to form a redevelopment agency; and that agency, along with the City Council, may adopt redevelopment plans for the improvement of project areas. In order to adopt a redevelopment plan for an area, the agency must find conditions of blight, as defined in state law, present in the area. Once a redevelopment plan has been

adopted for an area, improvements can be made to the area using "tax increment" and other funding mechanisms to achieve the objectives of the redevelopment plan.

In July 1964 the City Council formed the La Mesa Community Redevelopment Agency. Since its formation, the Agency has adopted three project area plans within the City. A brief description of those plans is outlined below.

The Central Redevelopment Project Area was adopted in November 1973. Phase One of the redevelopment project involved the construction of the La Mesa Springs Shopping Center. Other projects have included the 129 unit La Mesa Springs senior housing project, and the mixed use commercial/residential project known as La Mesa Village Plaza.

In July of 1985 and 1987, the Agency and City Council adopted plans for the Fletcher Parkway and Alvarado Creek redevelopment areas. The plans were adopted, as suggested by the Grossmont and West Central Specific Plans, with the goals of improving the image of Fletcher Parkway and making necessary improvements to the Alvarado Creek flood control channel. Most early activity has occurred in the Fletcher Parkway Project Area east of Jackson Drive resulting in such projects as the 368 unit apartment complex on both sides of Amaya Drive at the intersection of Fletcher Parkway, the improvement of Northmont Park, the construction of the 40,000 square foot Automobile Club of Southern California office building, and the Grossmont Trolley Center retail center extending from Jackson Drive to the Grossmont Trolley Station on the south side of Fletcher Parkway.

The Redevelopment Agency has adopted a resolution recognizing five new study areas which may be appropriate for redevelopment effort. The adoption of such a resolution is the formal first step in which an area can be included in an existing or a proposed project area. Upon further study of these five planning areas, it may be beneficial to adopt a redevelopment plan.

Development Regulations

Development regulations for La Mesa include the Zoning Ordinance, the Subdivision Ordinance, and the Uniform Building Code. Each of these sets of regulations are adopted by the La Mesa City Council as part of the Municipal Code, therefore violations of these codes are subject to both civil and criminal prosecution. These codes are important tools used to implement the goals and policies of the General Plan. As such, it is important for the City to review and amend these ordinances as necessary with each succeeding General Plan update. It is intended that with the current update of the General Plan, City will consolidate and streamline the development regulations. This process will give the City an opportunity to review existing regulations for consistency and relevance. The following is a brief description of the function of each ordinance:

Zoning Ordinance

The Zoning Ordinance regulates the use of all land within the City. Every parcel of land is located within a zoning district. Each zoning district has specific

regulations regarding the use of land, the minimum lot size for subdivision, as well as limitations on the location, height and bulk of buildings on lots. According to State Law, the Zoning Ordinance must be consistent with the General Plan.

While the General Plan provides policy statements relating to the general uses of land and the desired results of any future development, it is the Zoning Ordinance which has the most direct influence on development by specifying the distances between buildings, the height of buildings, landscaping, parking and other regulations which combine to create the desired urban environment.

Subdivision Ordinance

The State Subdivision Map Act provides the uniform standards for determining when a subdivision map must be filed with the appropriate local agency, contains regulations regarding minimum design requirements for subdivisions, specifies appropriate findings for approval and disapproval, and outlines time limits for review of subdivision applications.

La Mesa has adopted its own Subdivision Ordinance which specifies local review and approval procedures and provides regulations which are optional in the State Law. One example of an optional regulation is La Mesa's control of the number of apartments which may convert to condominiums. The Subdivision Ordinance provides an important function in controlling the density of development in residential categories of the General Plan, especially in those density ranges associated with single family residences.

Building Codes

Title 14 of the La Mesa Municipal Code contain all the regulations regarding the construction of buildings in the City. Within Title 14 are chapters containing the Uniform Building, Mechanical, Plumbing and Electrical Codes, and the City's grading regulations. The "uniform" codes are developed by the International Conference of Building Officials (ICBO) and recommended to the State. Once approved by the State, local jurisdictions will usually adopt their own versions with appropriate modifications. All of these codes are regularly updated by the ICBO with addenda published annually. La Mesa utilizes the most current versions of these codes once approved by the State. The Building Code regulations have an impact on the use of land because some of the health and safety construction standards will restrict or eliminate portions of a site from practical use, building separation requirements, and the imposition of construction safety standards.

Design Review Program

The Design Review Board and Council review development to assure compliance with Design Guidelines which were adopted as part of a comprehensive Urban Design Program in 1987. The guidelines contain principles of design focused on several different scales of concern; including, the community as a whole, the neighborhood, the specific site and the building itself.

The Urban Design Program incorporates a comprehensive approach to the issues of urban design including community wide, neighborhood and site specific guidelines for all new development and redevelopment. The program identi-

fies sites within La Mesa that are subject to a Design Overlay Zone. All development proposals within the Design Overlay Zone are subject to review by the Design Review Board. The Design Review Board is composed of three design professionals and two members of the Community Development Department. The Design Review Board reviews development proposals and makes recommendations to the City Council based on policies and principles established in the Urban Design Program.

Related Activities

In addition to the previous programs which often focus on new development activity, the City has the following programs which help in the implementation of the General Plan:

Community Development Block Grant (CDBG)

The CDBG program involves federal money granted to cities each year for a variety of community development activities. Federal regulations require that the majority of these funds provide verifiable benefits to lower income households. The City will continue to utilize CDBG funds within the parameters of Federal regulations to implement the community development and housing goals of the General Plan. Examples of the types of CDBG programs include:

- **Housing Rehabilitation Program.**

This program has offered financial assistance for the rehabilitation of both

renter and owner occupied housing since 1978. All of the various components of the program are described in the Housing Element.

- **Commercial Rehabilitation Program.** This program has not yet been implemented. Once designed and approved, the program will offer financial aid or other assistance to property and business owners for the rehabilitation of commercial properties in areas of the City showing signs of deterioration.
- **Capital Improvements.** In some areas of the city, where the average income meets federal criteria, block grant funds are used to build storm drains, sidewalks and other capital improvements which will improve an area or remove blight.

Code Compliance

The City has adopted minimum maintenance requirements in the Zoning Ordinance. Areas which are required to be maintained include: yards and open space; landscaped areas; driveways and parking areas; as well as fences and structures. Violations of maintenance requirements must be corrected by the owner and/or occupant.

In addition to responding to citizen complaints and direct observation of code violations, the code compliance program will provide for more comprehensive projects, such as neighborhood cleanup days and projects coordinated with other City departments, such as the Police Department's Community Oriented Policing Program (COPPS) and the graffiti removal programs.

Uniform Housing Code

The City has adopted the 1991 edition of the Uniform Housing Code. In addition, code enforcement procedures also are outlined in the Real Estate Rehabilitation Program Manual. The methods of enforcing the Uniform Housing Code are through inspections done on a complaint basis throughout the City, or inspections done at the invitation of a property owner applying for rehabilitation financial assistance. The procedures outlined in the Uniform Housing Code and/or rehabilitation assistance programs are used as the basis for correcting the code violations.

Enforcement of Title 25 of the California Administrative Code.

This program has been in effect for eight years and will continue to be implemented in the City. The program involves routine inspections of the City's trailer and mobile home parks. The code violations which are observed are then corrected to maintain safe and sanitary housing within the remaining mobile-home parks.

Amendments to the General Plan

The General Plan consists of several Elements, including the Land Use and Urban Design Element. Together, these Elements define the goals and policies which provide the basis for the programs, projects, procedures, and regulations which will help ensure the health, welfare and safety of the community through achieving these goals. The Elements of the General Plan serve as a

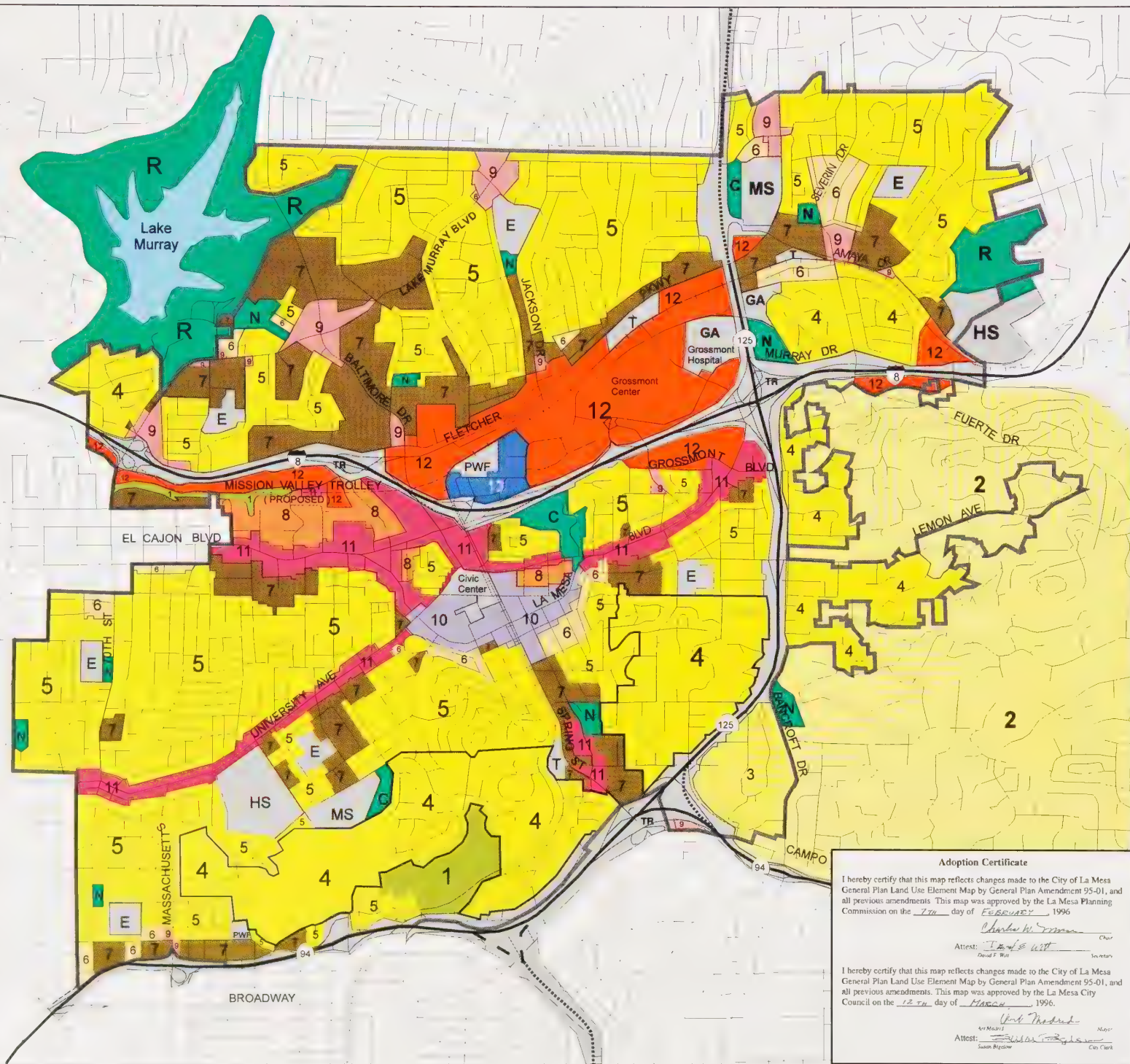
long-term vision for the City, and as a short-term practical tool to assist in the ongoing decisions needed to operate the City. As a result, it is recognized that the General Plan is a dynamic document which must be changed from time to time to reflect new policies and respond to the ever-changing environment.

The procedures for amending the General Plan will apply to the Land Use and Urban Design Element, as well as the other Elements of the General Plan. As provided by State law, amendments to the General Plan may be made no more than four times in one year. Amendments may be initiated by the City Council, the Planning Commission, or a member of the public. As needed, the Planning Commission will review proposals for amendments to the General Plan three times a year, at the first regularly scheduled meeting in the months of February, June, and October. The recommendations of the Planning Commission will be forwarded to the City Council for consideration at a public hearing scheduled for the earliest possible date.

Procedures and requirements for amendments requested by the public will be prescribed by the City. Such applications will be consolidated and scheduled for a public hearing by the Planning Commission at the earliest time as outlined above. The City Council may also initiate an amendment to the General Plan at one additional time during the same calendar year. All changes to the General Plan considered during one amendment process will be adopted by a City Council resolution and constitute one General Plan amendment.

La Mesa General Plan Land Use Element

- 1 Open Space**
See Related Specific Plans
- 2 Rural Residential**
1-2 Dwelling Units per Acre
- 3 Semi-Rural Residential**
3 Dwelling Units per Acre
- 4 Suburban Residential**
4 Dwelling Units per Acre
- 5 Urban Residential**
7-10 Dwelling Units per Acre
- 6 Restricted Multi-Unit Res.**
14 Dwelling Units per Acre
- 7 Multiple Unit Residential**
18-23 Dwelling Units per Acre
- 8 Mixed Density Residential**
7-23 Dwelling Units per Acre
- 9 Local Serving Commercial**
- 10 Downtown Commercial**
- 11 Mixed Use Urban**
24-40 Dwelling Units per Acre
- 12 Regional Serving Commercial**
- 13 Commercial Light Industrial**
- Public Use**
CC - Civic Center
PSF - Public Safety Facility
PWF - Public Works Facility
E - Elementary School
MS - Middle School
HS - High School
GA - Other Government Agencies
- Transportation Uses**
T - Trolley Station
TR - Transportation R-O-W
- Recreation Uses**
N - Neighborhood Park
C - Community Park
R - Regional Park



Adoption Certificate

I hereby certify that this map reflects changes made to the City of La Mesa General Plan Land Use Element Map by General Plan Amendment 95-01, and all previous amendments. This map was approved by the La Mesa Planning Commission on the 7th day of February, 1996.

Attest: Charles W. Simon Mayor
David T. Wain Secretary

I hereby certify that this map reflects changes made to the City of La Mesa General Plan Land Use Element Map by General Plan Amendment 95-01, and all previous amendments. This map was approved by the La Mesa City Council on the 12th day of March, 1996.

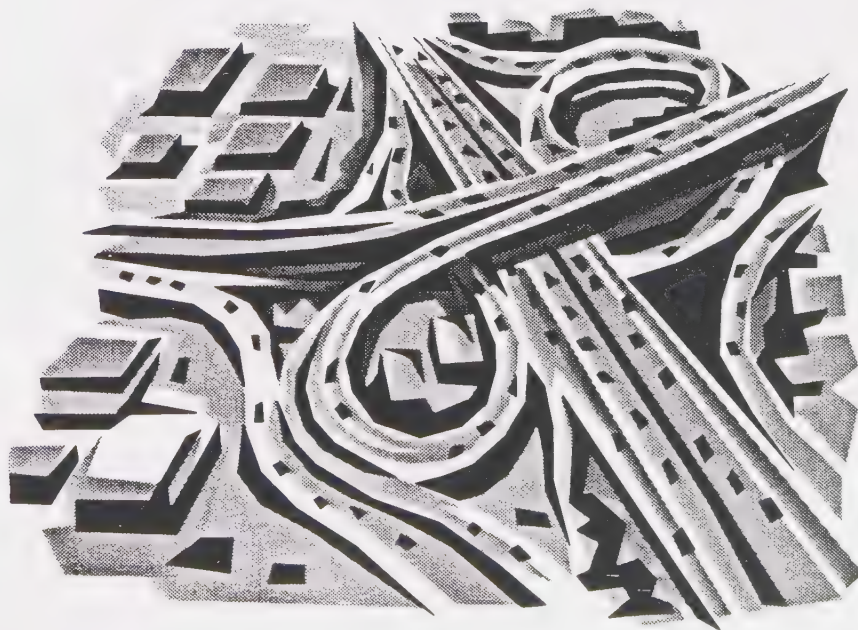
Attest: Art Madril Mayor
Susan Register City Clerk



City of La Mesa

General Plan

Circulation Element



La Mesa General Plan

Circulation Element

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Circulation Element

La Mesa - 2010

A city where travel is safe and easily accommodated whether it be by mass transit, in an automobile, on a bicycle or as a pedestrian.

A city where a natural landscape of rolling hills and canyons has provided a beautiful setting for its many well maintained, residential neighborhoods, parks and open spaces. .

A city where El Cajon Boulevard, Fletcher Parkway, La Mesa Boulevard, Spring Street and University Avenue have been transformed to tree lined boulevards accommodating a mix of high volume retailers, professional offices, financial centers and moderate density residential projects.

also defines the issues related to linking the various networks into a cohesive and effective overall transportation network. This concept of linking networks involves coordinating networks which are of concern primarily to La Mesa, as well as insuring these local systems are linked efficiently with neighboring cities and with regional transportation systems (e.g., transit routes, freeways, and arterial streets).

In expanding the scope of the Circulation Element beyond just an outline for the street classifications, there are some key concepts appearing throughout the Element that tie the various components of the Element together. These concepts include:

- That the Circulation Plan requires a balance between mobility and access.
- The needs for each of the various modes of transportation must be evenly balanced and effectively linked together into a cohesive system.
- The basic street system in La Mesa is well established and strongly defined by existing development patterns and terrain. This basic street pattern is not planned to significantly change during the planning period, therefore most circulation solutions will need to work within the given circulation infrastructure.

Introduction

The Circulation Element outlines a comprehensive approach for establishing goals and policies for a complete transportation system. This system is made up of various networks representing the different modes of travel (i.e., cars, buses, walking, cycling, etc.). The Circulation Element outlines the short- and long-range issues related to the particular components of the circulation network. It

- The circulation system should be thought of as a series of paths that not only move people effectively through the City and the region, but also physically define the character and quality of life in the community.
- A safe and efficient circulation plan is essential to the health and welfare of the residents of La Mesa, as well as being essential for the economic viability of the businesses, industries and services which are a part of the community.

The current Circulation Element is an attempt to incorporate all the historic changes to the element and provide the policy direction needed for all aspects of the City's transportation needs over the next twenty years. To that end, the Circulation Element text is divided into the following sections: Streets & Highways, Scenic Highways, Public Transit, Non-

Motorized Transportation, Regional Influences, and Implementation Programs.

In addition to the text sections which describe the City's circulation needs and provide the goals, policies and programs for the future, the Circulation Element contains maps which illustrate the desired road network, transit lines, bicycle routes, pedestrian paths and regionally recognized congestion management roadways within the La Mesa area.

Background

The previous Circulation Element of the La Mesa General Plan was adopted in 1963. It was a brief document which focused on providing streets and highways for people in private vehicles to use as the primary transportation mode within the community. The element summa-



alized the then-existing conditions of the roadways in La Mesa, and provided some general recommendations for the future. The major focus of the previous Circulation Element was the establishment of the first improvement standards for various classifications of roads in the City of La Mesa. The earlier element did not provide the comprehensive goals and policies which should be a major part of a city's circulation element, nor did it devote much attention to alternative modes of transportation.

In 1977, the City Council directed the Planning Department to begin a comprehensive review of the Circulation Element. Although studies were conducted and a draft map prepared, no final action was taken. In the years that followed the draft circulation map was used occasionally as a reference document for specific projects or studies.

A major addition to the Circulation Element was the adoption of a Bicycle Network Plan in 1981. As described later in this element, the Bicycle Network Plan formally expanded the scope of the Circulation Element from a document focused on providing streets for cars and trucks, to a plan for using the public rights-of-way for a range of travel options.

Some minor additions and deletions have been made to the Circulation Element Map since 1963 as specific issues were addressed.

In 1988, the General Plan Citizen Committee reviewed information about transportation and circulation issues in La Mesa. The committee then developed the following statements relating to movement of people, goods and services in La Mesa which have been used in the estab-

lishment of the goals and policies in the Circulation Element:

- Much of the traffic on La Mesa's streets has origins and destinations outside of the City Limits. This type of traffic will increase as surrounding areas grow.
- Topography has historically determined many of the circulation patterns in the City.
- North south traffic flow is hampered by Interstate 8.
- The existence and alignment of sidewalks vary greatly throughout the City.
- While the City has adopted design standards for streets, many streets do not meet their designated standards.
- A SANDAG public opinion poll showed that citizens in this region felt that traffic congestion was what they liked least about the area.
- Many streets in La Mesa are operating at Level-Of-Service "C" or less, which indicates that the volume of traffic is often over 50% of the design capacity of the roadway.
- At the request of the City, and as a result of the City having an adopted Scenic Highway Element in its General Plan, the State of California designated 2.2 miles of State Highway 125 within the City as a Scenic Highway in 1974.
- There are policies in place to protect the scenic quality of State Highway 125.
- La Mesa enjoys a scenic natural setting, characterized by hills, canyons and many panoramic views which

can be viewed from certain sections of the freeways passing through the community.

Streets and Highways

Circulation Goal 1

To provide La Mesa with a system of streets and highways which are functional, safe, accessible and attractive.

Streets and highways are combined together in this section of the Circulation Element to discuss the overall system of roads serving La Mesa. This is one of the most important components of the Circulation Plan. Streets and highways have done more to define the shape and character of La Mesa than any other public land use or public investment. In the years to come, expenditures for maintaining streets and to construct improvements so the road system remains beneficial to the community will continue to require a significant percentage of the City's Capital Improvement Program.

This section of the Circulation Element is divided into three broad areas to discuss the issues related to streets and highways, and to present the City's related goals, policies, and objectives. The first portion of this section outlines the concept of a functional classification system for streets and how this concept is applied in La Mesa. This is followed by a more detailed discussion on Streets which focuses on the many other policy issues related to the use and design of

streets within the City. The third section addresses the issue of how La Mesa's street network is linked with regional facilities through a system of "regional" arterials and freeways.

Functional Classifications and the Existing Road Network

The City's Circulation Element is a plan that can be thought of in terms which are characteristic of any system designed for the movement or transportation of people, goods, or objects. This concept helps explain the purpose of the Circulation Element goals and policies. A hierarchy of street types are defined within a functional classification system. An organized type of system of streets is needed in a community once traffic reaches a level where control is needed to provide effective and safe movement without excessive congestion. To do this, traffic flow must be organized into adequately sized channels with proper safety controls, and the necessary interchanges to cross paths and access the system. The channels are arranged into patterns or networks which have the capacity to move and distribute the traffic effectively around the City and throughout the region.

The higher the traffic demand and potential for congestion, the greater the need to define the specialized purpose of the streets within the network. Typically, the more specialized the street function, the more it must be separated from the community and other parts of the street system. The more separated a system, the

more it will usually impact a community from traffic related causes, and the more it will act as a physical barrier dividing the community into districts or areas. These impacts can be mitigated with careful design and construction so that the traffic carrying benefits of the specialized channel are balanced with the affects on the surrounding land uses and activities. The freeways bisecting La Mesa are the best example of this type of specialized transportation channel.

The degree of specialization will also limit the flexibility for use of a specific street. At one end of the spectrum are the freeways, which are very specialized and very efficient at moving traffic, but very limited in their use and access. At the other end of the spectrum are the typical local residential street with low traffic volumes which permit a great deal of flexibility in use and design. Residential streets permit a wide range of vehicles, from cars to delivery and service trucks, and also permit a variety of other uses of the street such as parking, pedestrian activities, and sometimes even serve as a play areas. Along with this flexibility is a higher concern for safety. Where through traffic is a significant safety problem on local residential streets, the City will consider the use of environmental barriers or other safety features to discourage excessive speed and through traffic.

In addition to the efforts to expand the scope of the Circulation Element to include all forms of transportation within the City, a key feature of the element is the establishment of a system for classifying streets according to their intended function. This system provides the policy direction and design standards needed to

support future decisions to require improvements to the public rights-of-way as part of the development review process. These classifications will also be used to assist in the regulation of speed limits and other traffic safety control methods.

In applying this functional classification in the design of street improvements, it is important to keep in mind that La Mesa is mostly developed. There will be few opportunities to add new streets or significantly enlarge or change the function of the basic street system in the years ahead. Therefore, in many cases, improvements to traffic flow and safety will have to be made through other techniques such as changes in signal timing at key intersections, improving public transit services and encouraging carpooling. These traffic system management strategies are included in this element.

In La Mesa, as in many communities, the streets that will be of the most concern within this system of street classifications are the transition streets linking low volume local streets with higher volume specialized streets. The role of the commercial and residential collector and arterial streets will demand the most attention and investment in La Mesa's future to balance circulation functions with other uses of the street and the needs of surrounding land uses.

A brief description of the purpose and general characteristics for each of the functional classification designations used in the Circulation Element is outlined below. Figure 1 provides an illustration of the typical cross-sections for these classifications. The application of these designations for the streets and highways within the General Plan area is shown on the Circulation Plan Streets and

Highways Map which is included with the Circulation Element as an exhibit.

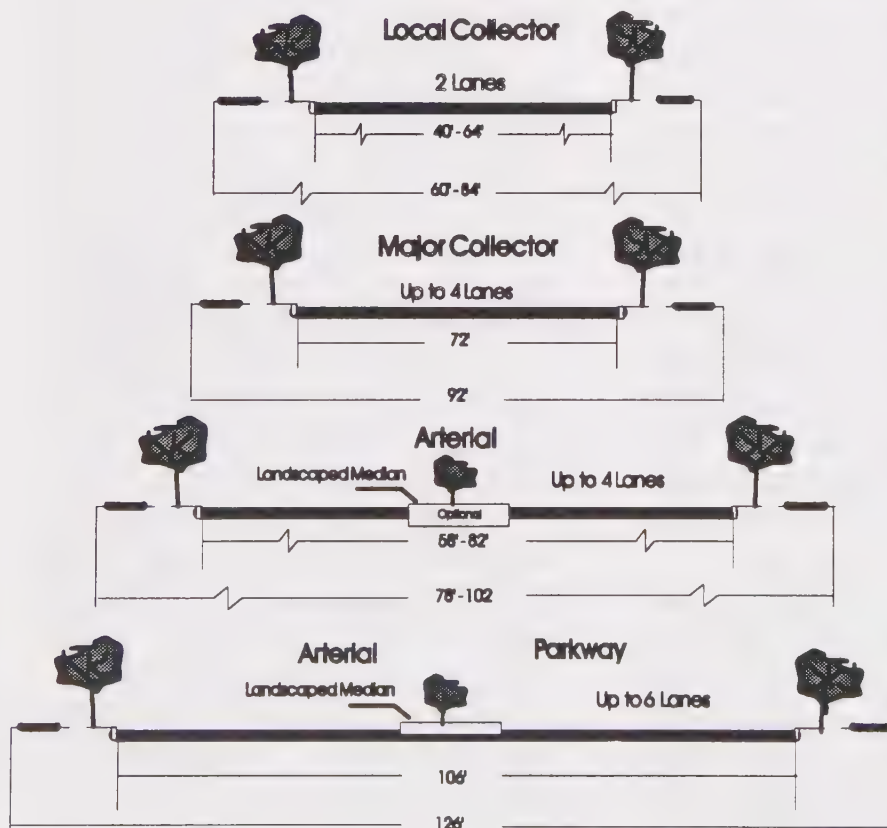
Freeways: These are controlled access highways with divided roadways which are designed to carry large volumes of traffic at relatively high speeds. Intersections and interchanges are grade separated, with interchanges being no closer together than one half mile. Freeways are designed, constructed and maintained by the State through the California Dept. of Transportation (Caltrans).

Arterial Parkway: This designation is for a four to six lane divided roadway within a 126 foot right-of-way.

Such a roadway would have a maximum capacity of to 72,000 vehicles per day, but would ideally accommodate a target volume of 54,000 vehicles per day. Access is restricted and on-street parking is prohibited for this designation. Traffic signals will be synchronized to maximize traffic flow within the parkway corridor. The median dividing the travel lanes is intended to be a landscape feature which softens the impact of the right-of-way corridor and associated traffic volumes. This designation currently applies only to Fletcher Parkway, which is recognized as

Figure 1

Circulation Element Street Standards



Required Elements Optional Elements

2 Travel Lanes	Bicycle Lanes
Parking Lane - One Side	Painted Median
Sidewalks	No Parking - Both Sides
Up to 4 Travel Lanes	Bicycle Lanes
Parking Lane Both Sides	
Sidewalks	
Painted Median	
Up to 4 Travel Lanes	Landscape Median
Sidewalks	Bicycle Lanes
	Parking on both sides
	Painted Median
6 Travel Lanes	Sidewalks
Landscape Median	
No Parking Lane	
Bicycle Lane	

a regionally significant roadway in the Congestion Management Program.

Arterial: This designation applies to roads which are intended to carry a large percentage of the traffic within the City's street network and serve as the primary access routes between neighborhoods, to shopping districts and employment centers, and as connections to regional transportation routes. These streets are primary traffic carriers and must maintain relatively high speed and uninterrupted traffic flow to be effective. Limitation may be placed on access, parking and loading to attain this functional objective. The design standards call for up to two lanes of moving traffic in each direction with an optional median divider. The acceptable right-of-way width ranges from 78 feet to 102 feet. The capacity of arterial roadways would be 48,000 vehicles per day, with a target volume of 32,000 vehicles. Spring Street, Jackson Drive, and El Cajon Blvd. are designated as "regional" arterials as part of the Congestion Management Program.

Collector (Major): These roadways are designed to supplement arterials in the collection and distribution of moderate to high volumes of traffic from freeways and local traffic generators to local streets. The capacity of these roads would be 32,000 vehicles per day with a target volume of 24,000 vehicles. The design standards call for up to two travel lanes in each direction with a painted median, within a 92-foot right-of-way.

Collector (Local): Roadways in this classification have a capacity of 9,000 vehicles per day with a target volume of 8,000 vehicles. These commercial and residential streets assemble local

traffic and feed it to the arterials and major collectors. Rights-of-way vary considerably due to terrain and existing development restrictions, but typically will have between 60 and 84 feet of width with one travel lane in each direction.

Local Streets: These roadways are designed to provide vehicular, pedestrian and bicycle access to private property abutting the right-of-way, and enable such traffic to be distributed to collectors and arterials. Local Streets are likely to be discontinuous in alignment, and generally carry very light traffic (less than 2000 trips per day). There is a great amount of flexibility in the use and design standards for Local Streets as prescribed in the City's Street Standards. All City streets not designated as another more intensive street classification are assumed to be Local Streets. Local residential streets may incorporate design features to control speed and through traffic when found to be a significant safety problem.

City Streets

Many of the local roadways of 25 years ago, when the previous Circulation Element was adopted, are the same today both in terms of improvements and alignment. Much of the City north of I-8 was developed in the 1950's and 1960's when more modern public improvement standards generally resulted in residential neighborhoods with full curbs, gutters and sidewalks on fairly uniform street widths. By comparison, much of the City between I-8 and SR 94 varies greatly in terms of street size and improvements. This is in part due to significant changes in engineering standards for public street

improvements during the history of the City. In addition, some areas were developed prior to annexation to County standards. These factors have combined to create wide variations in street design and condition throughout the City.



Not all streets in La Mesa meet the most current standards, especially in some older residential neighborhoods. Most are not likely to ever be upgraded to meet these standards given the physical limitations due to the existing development patterns and the extensive costs associated with bringing the road up to current standards. One of the current goals of the Circulation Element is to provide acceptable flexibility in the street design standards for those situations where existing conditions prevent the practical application of these standards while retaining the vehicle capacity and functional purpose of the street within the overall circulation network.

Street design standards have traditionally focused mainly on providing a more efficient and convenient traffic flow through the use of adequate travel lanes, median widths, curve radii, speed limits,

and other safety features used to build City streets. These basic design criteria will continue to be important components of this Circulation Element. Equally important to La Mesa are the aesthetic and environmental concerns which need to be addressed by a broader view of the street standards within the overall circulation network of the City. By establishing street standards which provide medians and parkways suitable for landscaping, parking lanes, sidewalks, and bicycle routes, the Circulation Element can make a more significant positive affect on the appearance and livability of the City.

For the most part, the City's basic network of streets is well adapted to the land use patterns and physical conditions of the La Mesa. Routine maintenance and repair are projected to be the major public expenditure on a short-term basis. There are no projected plans for large scale new development areas in the City, nor are there major changes expected in street alignments or in the functional classification designations on existing streets.

Selective projects to upgrade deficiencies in the street system, such as some widening, intersection improvements, sidewalks, street lights, bicycle lanes, and landscaping will be identified through the specific plan and redevelopment process, and prioritized through the Capital Improvement Program or as part of the plan implementation process. Where new development occurs, street improvements which are consistent with the Circulation Element and related to a development project will be identified through the City's development review and subdivision procedures. Provisions for the construction of the necessary

street system improvements will be required as part of the project's approval.



The overall volume of traffic on streets and highways within the City reflects the strategic location of La Mesa in terms of regional circulation patterns. Much of the traffic flows through La Mesa rather than to it or within it. The Circulation Element has attempted to provide a network of roadways which will reasonably accommodate this "pass through" vehicular traffic, while also providing for a safe, convenient and effective internal circulation system.

Circulation Policies

Streets

1. Changes to Land Use Element designations and Circulation Element designations will take into consideration a traffic and circulation analysis, including an evaluation which is consistent with regional congestion management programs for regionally significant projects.
2. Streets will be dedicated, widened, extended, and constructed according to the standards established in this element. Where the streets standards show flexible width and optional improvements, a determination on the final design shall be made through the specific plan process.
3. New development will be required to provide for on- and off-street improvements directly related to the project and found to be needed to meet the City's policies regarding street function, design and safety.
4. Street lights and other safety features will be provided where feasible in all urbanized areas of the City in accordance with standards and plans adopted by the City.
5. All streets will be well maintained. Street trees and landscaping will be used in parkways and medians where possible. The selection of the size and species of trees will take into consideration future maintenance costs, including the likelihood of a particular species to cause damage to sidewalks or other improvements. Drought tolerant, low maintenance landscape materials will be given preference to other landscape materials.
6. Where feasible, vehicle traffic flows in major traffic corridors will be maximized through the use of signal synchronization and other street improvements, when balanced with the needs and safety of other users and functions of the City's streets, such as pedestrians, bicycles and parking.

7. When a traffic analysis indicates that the Level of Service (LOS) for a street reaches "D" or below, the City will determine what improvements or changes in operations are needed to maintain or improve the Level of Service, and identify potential funding and prioritization for the necessary improvements through the Capitol Improvements Program.

8. Where through traffic becomes a safety problem on local residential streets, the City will evaluate the feasibility of constructing environmental barriers or other design features which will slow or discourage through traffic and retain the local street status.

9. On-street parking is recognized as an important use of public streets serving the needs of both residential and commercial areas. On-street parking also serves as a traffic control function, yet it can represent a traffic safety issue in specific locations. The City will establish standards and review procedures to balance the benefits of on-street parking with the concerns for congestion management and traffic safety.

10. Truck Route designations will continue to be used to prevent unnecessary neighborhood impacts, to maintain public safety, and to prevent costly street maintenance costs.

11. The transportation of hazardous materials within and through La Mesa shall be regulated to the strictest degree that state and federal regulations allow.

12. The City will continue to work with San Diego Gas and Electric Co. and other utilities, and through the City's development review and subdivision procedures to place overhead utility lines underground along major collector and arterial street corridors, and other strategic locations where safety or visual appearance can be enhanced.

Circulation Objectives

Streets

1. The City's Public Works Department will maintain a current record of traffic volumes and accidents to assist in the development review process and in selecting and prioritizing public improvement projects for the Capital Improvement Program.

2. The City will provide a forum for public input for decisions regarding traffic safety and street improvements through the Traffic Committee and the Development Advisory Board.

3. The Community Development Department will review zoning and subdivision ordinances to insure that these remain effective tools for implementation of the Circulation Element

4. The City develop a set of standards and guidelines for the effective and equitable design and distribution of on-street and off-street parking. The need for and development of public parking will be implemented through the City's redevelopment programs.

Freeways

La Mesa has three freeway corridors within the boundaries of its planning area. These corridors provide La Mesa with very convenient access and mobility to all parts of the region which improves the City's desirability as both a residential community and a regional employment center. However, La Mesa's central location within the freeway system also means the City must bear many of the associated impacts of these major transportation facilities, such as pass-through traffic, noise and air pollution.

The three corridors are the east-west routes of Interstate-8 (I-8) and State Route 94 (SR 94), and the north-south route of State Route 125 (SR 125). The I-8 and SR 94 freeways, and the portion of SR 125 connecting these two are existing routes. The next phases in the development of SR 125 north and south of La Mesa should occur between 1996 and 2010, and further connect the City to the region.

A key purpose of the Circulation Element is to ensure the City is prepared for the projected traffic and circulation changes as the regional freeway system is expanded and modified. For example, the City has been working with Caltrans for many years in an attempt to direct future freeway traffic into those areas of the City intended to handle and to benefit from higher traffic volumes (i.e., the commercial corridors), and to minimize the impacts on residential neighborhoods. This can be accomplished by working with Caltrans and the City's neighbor cities in partnership to design and build facilities which are mutually beneficial. This section will review each of the free-

way corridors, identify the associated issues and concerns and provide policies to provide direction for the cooperative design and development of these major regional transportation facilities.

The Circulation Element also provides direction for other freeway related issues including:

- freeway on-ramps metering which can impact traffic congestion on City streets;
- disposition of excess right-of-way after freeway construction projects
- park-and-ride facilities located near freeway access points which raise issues of community appearance, maintenance and security;
- freeway structures and landscaping which reflect the appearance and character of the community, as well as serving as key tools in mitigating noise and air quality impacts associated with the freeway facilities.

Interstate 8

Interstate 8 bisects La Mesa and is the major east-west highway in the San Diego region. It provides the main connection between the metropolitan area and the East County communities of El Cajon, Lakeside and Alpine, as well as inter-regional access to eastern San Diego County, Imperial County and southern Arizona. This makes I-8 one of the busiest freeways in the San Diego region with approximately 220,000 vehicles passing through La Mesa on an average weekday. Growth forecasts indicate that by the year 2015 the traffic volumes will decrease slightly to 200,000 weekdays vehicle trips as other highways are completed to provide alternative travel routes.

Interstate 8 is an eight lane freeway except in the area of the Grossmont Summit interchange with SR 125. The reconstruction of that interchange for the extension of SR 125 has resulted in short sections of 10 to 12 lanes with the necessary weaving movements. No major modifications are planned for the I-8 freeway during this planning period. However, the City will pursue the improvement of the interchange at I-8 and 70th Street to relieve some awkward traffic movements at the intersection of 70th Street and Alvarado Road. This will become particularly important when the Mission Valley extension of the Trolley line is constructed and a park-and-ride station is developed on Alvarado Road just east of 70th Street.

State Route 94

State Route 94 is also an east-west highway along the southern edge of the La Mesa planning area. It connects San Diego with the other East County communities of La Mesa, Lemon Grove, Spring Valley, Casa de Oro, Rancho San Diego and Jamul. It contributes another 130,000 vehicles trips per day through the City during the week. This volume is expected to climb to 160,000 daily trips by the year 2015 reflecting changes in traffic flows created by the SR 125 Freeway and growth in the Rancho San Diego and Jamul areas.

Significant physical changes will occur to SR 94 when the SR 125 interchange is constructed just east of the Grove Street overpass. This major new interchange will require widening of the existing freeway to accommodate both the projected increase in traffic volume and the various connecting ramps. From

the long-range planning perspective, this project will result in a major shift in the regional circulation patterns. Together, the opening of the southern leg of SR 125 will connect the "inland loop" of the freeway network, directly linking the south bay and border areas with east county and north county when SR 125 is completed. This will continue to increase the importance of SR 94 as a major east-west freeway connection between East County and major destination in the greater San Diego metropolitan area. Access to La Mesa for commerce and services will be enhanced, as will access for La Mesa residents to regional business, employment, and recreational resources.

In terms of specific street changes planned as a result of the SR 94 and 125 projects, there are two important projects that should be addressed in the General Plan. One benefit will be the construction of a direct connection between west bound SR 94 and north bound SR 125. This connection will greatly relieve problems of regional pass-through traffic (especially heavy truck traffic) in La Mesa's downtown area on Spring Street. After the project, trucks will be able to use the direct freeway routes to get to the I-8 corridor directly on SR 125. The City will need to be attentive to discussions at SANDAG, the regional transportation planning agency, which might impact the funding and scheduling of this important freeway construction activity.

The other significant local street project that will be part of the SR 94 and 125 project will be the alteration of the alignment and improvements to Riviera Drive, a local street along the north side of the freeway. The interchange will eliminate up to 60 housing units along the



old alignment of Riviera drive, but will improve access from Spring Street to the area between the freeway and the trolley tracks with the development of a freeway frontage road to collector street standards. This will be an important southerly connection between central and westerly portions of the community. Possible long-term land use changes for this area are discussed further in the Land Use & Urban Design Element.

State Route 125

Probably the most significant transportation related event to affect La Mesa during the planning period will be the extension of SR 125 to the north from Fletcher Parkway and the Grossmont summit interchange, and south of SR 94. This north-south freeway along the easterly side of the City will provide an inland alternative to Interstate 8 and 805 and

further integrate La Mesa into the regional transportation network.

Construction of these connections will occur in two separate phases over a 10 to 20 year period. The first phase will involve a new interchange with SR 94, as discussed previously, and the extension of SR 125 south to Spring Valley, Bonita, Otay Mesa and ultimately the border with Mexico. The second phase involves the northerly extension of SR 125 from Fletcher Parkway to Santee connecting with SR 52 and on to north county destinations.

The connection of La Mesa to the international border and the Otay Mesa area to the south is expected to result in 140,000 weekday trips along the new freeway south of SR 94. It will also result in a doubling of the traffic volume on the existing section of the freeway between SR 94 and Interstate 8 from 100,000

weekday traffic trips in 1993, to a projected 200,000 weekday trips in the year 2015. The new section of SR 125 north of Interstate 8 is projected to have 110,000 trips per day by the year 2015. As discussed previously, this increase in north-south traffic will be partly offset by a decrease in the volume of east-west traffic currently flowing through La Mesa on I-8.

The circulation system benefits from the planned construction of SR 125 are discussed in the above section on SR 94. To fully capture the improved access and mobility from this project for the residents and businesses of La Mesa, the City will need to monitor regional transportation funding and actively participate in the project design process. The policies in the Circulation Element will help to establish the City's interest in these projects and in working with the key agencies toward insuring the projects meet both regional and local goals and objectives. The City has worked closely with Caltrans to insure that with the addition of the regionally significant SR 125 freeway link the long-term benefits to the community will offset the disruption to La Mesa both during and after construction.

Circulation Policies

Freeways

13. The City will work with Caltrans and other key agencies to ensure the construction of north and south extensions of SR 125 north will be funded and completed as a high priority in the regional transportation improvement programs.

14. The City will actively work to ensure that the connection between east bound SR 94 and north bound SR 125 is funded and completed as a high priority in the regional transportation improvement programs.

15. The City will work directly with Caltrans and other key regional transportation planning agencies to ensure that all freeway construction minimizes, to the greatest extent feasible, the impacts on the residents, businesses, and property owners of La Mesa both during and after construction.

16. The City will pursue the redesign of the I-8 and 70th Street interchange to improve circulation at the Alvarado Road and 70th Street intersection prior to the addition of the proposed Mission Valley Trolley line station.

17. The City will encourage Caltrans to monitor ramp metering systems leading to freeways to insure that they do not unnecessarily cause extensive congestion on La Mesa streets.

18. The City will work with Caltrans to require all park-and-ride facilities constructed in La Mesa to be developed and maintained so as to remain attractive and secure facilities.

19. The City will work with the relevant agencies to require that any surplus land parcels created as the result of a freeway and transit projects, to the greatest extent practical, are assembled into lots which meet the design and development standards of the City.

20. The City will require all freeway projects, both new construction and improvements to existing routes, to provide mitigation for all identified environmental impacts.

Scenic Highways

Circulation Goal 2

To have all major freeway routes affecting La Mesa exhibit the design and landscaping characteristics which will enhance the quality of life for La Mesa and sustain the scenic value of these regional circulation system infrastructure investments.

The most basic form and character of La Mesa has been permanently shaped and affected daily by the construction of the regional freeways which traverse and divide the community. Interstate-8 is a formidable barrier dividing the community into north and south sections. On the south side of the City, State Route 94 runs east and west creating a significant edge between La Mesa and Lemon Grove. State Route 125 creates a north-south barrier on the easterly portion of the City, dividing neighborhoods and restricting access.

These freeways represent regional public infrastructure investments that have significantly affected the community. The acreage used for the freeway rights-of-way alone is one of the largest land uses in the City. These facilities have shaped and re-shaped neighborhoods, and defined the important commercial districts in the City. The Grossmont sum-

mit interchange of I-8 and SR 125 is now a dominant physical feature of the community and functions as a regional circulation landmark where major paths cross. As major physical features in La Mesa, the existing and proposed freeways will continue to be important parts of the circulation system that will define the character and quality of life in La Mesa.

It is important for La Mesa and the region, to insure that the effects from these major infrastructure investments are as much an asset to the physical appearance of the community as they are to the circulation system. The Scenic Highway section of the Circulation Element is intended to state the City's policies regarding the design and maintenance of these major facilities in La Mesa.

In 1974, the City of La Mesa adopted a Scenic Highway Element as part of the General Plan which designated 2.2 miles of SR 125 between Interstate 8 and SR 94 as a "Scenic Highway." The State Department of Transportation subsequently recognized this local scenic highway designation within the State highway system.



To receive the corresponding Scenic Highway designation from the State, the City must make a commitment to develop programs which will protect the view shed of the corridor. Such a program needs to include the following:

- Regulation of land use and intensity of development
- Detailed site planning
- Control of outdoor advertising
- Control of grading and landscaping
- A design review program for structures and equipment

The City has implemented these programs through the Scenic Preservation Overlay Zone, grading ordinances, and the Urban Design Program. The Hillside Overlay zone has been applied to broad areas along existing SR 125 between I-8 and SR 94.

The Scenic Highway designation has two perspectives. From the State and regional perspective, there is an interest in preserving the scenic value of existing areas, even after a major new freeway is built. From the perspective of the jurisdiction in which the freeway is built, there is also an interest in making sure the freeway itself is a physical asset to the appearance and scenic values of the community. From La Mesa's perspective, the Scenic Highway designation is a commitment to insure that the community respects the value of these major public investments through the programs listed above.

In exchange, the City takes the position that the freeways are major public infrastructure investments which must reflect the values of the City's Scenic Highway designation. The design of

freeway structures (e.g., retaining walls and bridges), interchanges, landscape areas, and use of excess right-of-way should be treated as part of this designation and receive proper funding for design, construction and maintenance. These expectations are further defined in the following policy statements, and should be applied in working with Caltrans, and other regional facility funding agencies, on both existing freeway improvements and future freeway projects.

Circulation Policies

Scenic Highways

21. The City will continue to designate the major freeway routes through La Mesa as Scenic Highways and implement the necessary local programs to support the objectives of this designation.

22. The City will work with Caltrans to ensure the design and maintenance of existing and future freeway improvements exhibit a high standard of quality to enhance the scenic values of the view corridor and minimize the impacts of the freeway project on the quality of life in La Mesa.

23. The City will continue to implement ordinances prohibiting the placement of new billboards in the community and will work toward the amortization and removal of existing billboards which are not consistent with the urban design goals and policies of the City.

24. The City will work with SDG&E and other utilities to underground ap-

appropriate overhead utility systems within designated scenic highway view corridors.

Public Transit

Circulation Goal 3

To provide a diverse public transit system which offers an efficient and cost effective transportation alternative to the community.

Circulation Goal 4

To promote the use of the public transit system as a means of reducing traffic congestion and improving the air quality of the region.

La Mesa's central geographic location within the greater San Diego metropolitan area, and located at the gateway to the east county subregion, places the City in a position to benefit significantly from public transit services. Bus routes 7 and 15 have served the community for decades, connecting La Mesa to San Diego. Opening of the East Line Trolley has also had a major impact on the use of public transit services in the City. The Circulation Element recognizes the importance of providing quality public transit services: 1) to provide access and mobility to those who are unable to drive; and 2) as a transportation alternative to reduce the number of single occupant vehicles to control traffic congestion on the regional roadways.

In 1991, the City commissioned the preparation of a Transit Study which

evaluated the transit services available to La Mesa. Periodically this study will likely be reviewed and updated. These studies will look at the ridership potential within the City, the capabilities of existing services to meet the potential, and the revenues available to the City for additional services. With this data and information, goals and objectives for improving public transit services in La Mesa can be developed. The following sections incorporate the findings of the most recent Transit Study.

Trolley Lines

La Mesa is currently served by the East Line of the regional San Diego Trolley system. This public transit service is a light rail system operated by MTDB, the regional transit service provider in the southern half of San Diego County. The Trolley operates along the original right-of-way for the San Diego & Arizona Eastern Railroad. The opening of the East Line trolley service in 1989 has improved commuter access from the East County to downtown San Diego.





The trolley has four stops in La Mesa, three of which have parking lots to accommodate park-and-ride commuters. The fourth station without a dedicated parking lot is the Downtown La Mesa station on Spring Street between Allison Avenue and La Mesa Boulevard. The downtown area encourages pedestrian travel and is well served by primary bus routes. This has somewhat reduced the need for a transit parking lot at the Downtown trolley station, although the Downtown Village Specific Plan notes a long-term goal of working with MTDB to study the feasibility of jointly developing a parking structure in conjunction with other redevelopment concepts for the area.

Plans are being made to run a second trolley line from downtown San Diego through Mission Valley and past San Diego State University to the Grossmont Station in La Mesa. This extension of the light rail system is intended to provide a commuter alternative to the congested Interstate 8 freeway corridor. The new line would add at least one new station in La Mesa in the vicinity of 70th Street and Alvarado Road.

Preliminary project plans call for the Mission Valley Line to parallel Interstate 8 and Alvarado Road connecting to the East Line just east of Baltimore Drive. It will be elevated to pass over 70th Street, Interstate 8 and Baltimore Drive. Unlike the East Line, the Mission Valley Line will not have to accommodate freight rail service in addition to regular trolley service. This will make a significant difference in the design of bridges and support structures along the proposed route. The lighter loads associated with trolley traffic are expected to result in elevated structures which are not as visually massive as the East Line overpasses such as the Jackson Drive bridge.

As the design of the Mission Valley Line is finalized, La Mesa will work with MTDB to monitor both public and private developments along the proposed alignment. Any such projects must be designed so as to preserve the alignment and not create any conflicts with the future operation of the trolley. In addition, issues that will continue to be important to the City with the operation and development of the Trolley system are outlined below:

Landscaping: The City was successful in obtaining landscaping improvements which were an asset to both La Mesa and the Trolley system as part of the East Line project. When the Mission Valley Line is brought to La Mesa, much of the trolley structures will be highly visible from Interstate 8. For this reason, the City will need to work with MTDB to create appropriate landscape solutions to compliment, enhance or screen the trolley structures.

Parking: The proposed trolley station on Alvarado Road is intended to

be a park-and-ride station with up to 175 parking spaces. While the City has questioned the need for a park-and-ride type station at this location, MTDB feels it is important because it will be the only one between Grossmont Station and Mission Valley near Mission Gorge Road. The City will need to monitor the design and development of this station carefully to make sure that the parking does not interfere with either the circulation pattern in the area, or with possible redevelopment efforts in the Alvarado Creek Redevelopment Area to the east.

Security: MTDB has attempted to find the appropriate level of security measures necessary to provide a safe environment for riders of the trolley, to effectively monitor security at trolley stations. The City and MTDB must continue to work together to provide the level of service necessary to maintain a safe and desirable transit service if it is going to be a successful means of reducing congestion.

Joint Development Ventures: The City and MTDB have had discussions about the concept of joint use development of trolley parking lots, especially at the Grossmont Station. Although there are no specific proposals in sight to develop a parking lot, the Grossmont Specific Plan discusses the concept and includes a concept drawing of one possible development. The City will need to work with MTDB to formulate the guidelines which will assist developers interested in pursuing such a project.

Amenities: The standard MTDB trolley station consists primarily of a shelter and, in some cases, a telephone. The lack of other amenities such as restrooms and concession stands, has resulted in

problems around some stations. Complaints about transit riders using the nearest available private space as a toilet have resulted in portable toilets being placed near the Grossmont and Downtown trolley stations.

The lack of any type of on-site attendant, even by a commercial vendor, may contribute to vandalism, a loss of ridership in the evenings, and the loss of revenue when a ticket vending machine malfunctions and riders get on the trolley anyway. The City will encourage MTDB to consider including the facilities for restrooms and concession stands in any future stations in La Mesa.

Circulation Policies

Trolley

25. The City will continue to work with MTDB in the development of the light rail system as a key component in the regional public transit network. This will include working with the regional transportation funding agencies to insure the Mission Valley extension of the light rail system remains a high prior-



ity for completion within the Regional Transportation Plan.

26. The City will coordinate with MTDB to make sure that the new Mission Valley Trolley Line is located and designed to provide the maximum convenience with the least disturbance to La Mesa residents and businesses during and after construction.

27. The City will review public and private development proposals along the proposed Mission Valley Trolley Line to preserve possible alignments and insure compatibility of the new development with the trolley.

28. The City, through its membership on the MTDB Board of Directors, will promote the maintenance of a high level of security on the Trolley and at trolley stations.

29. The City will encourage MTDB to include facilities and security at trolley stations to encourage ridership.

Circulation Objectives

Trolley

5. The City will work with MTDB to provide an appropriate amount of landscaping with proper funding for maintenance to City standards along existing and future trolley rights-of-way in La Mesa.

6. The City will work with MTDB to develop a set of standards which will allow and encourage the development of trolley parking lots with appropriate mixed use developments.

Bus & Paratransit

Feeding into the regional transit systems and providing transportation within the City of La Mesa is a local public transit network consisting of fixed route buses, and the paratransit services provided by La Mesa Dial-A-Ride and Wheels. All of these services are funded by State of California Transportation Development Act (TDA) revenue (a portion of the State sales tax). The State distributes TDA revenues to SANDAG, which is recognized by the State and Federal governments as the regional transportation planning agency for the San Diego region. SANDAG, in turn, disburses the TDA revenues to MTDB and local jurisdictions for regional and local transit purposes based upon a legislatively established allocation formula.

When the City's Transit Study was prepared in 1991, the assumption was that TDA revenues would continue to increase and provide ample resources to improve transit service in La Mesa. In actuality, revenues declined dramatically during the early 1990's making the City more cautious in its plans to implement improvements. Despite this financial setback, a goal of the Circulation Element is to develop a transit network suited to the needs of a greater segment of La Mesa's population with the programs outlined below.

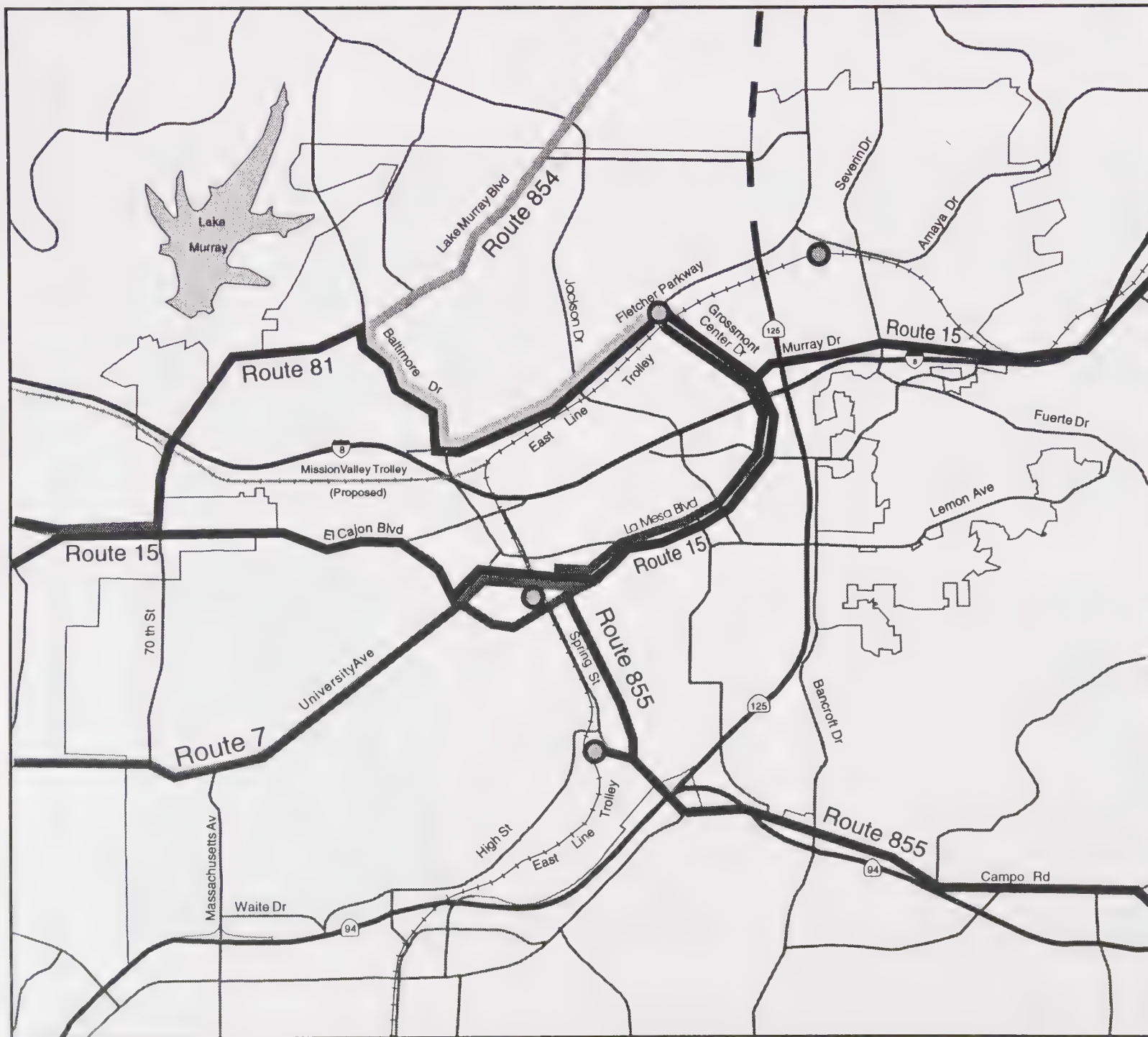
Bus Service

The City receives regional bus service from MTDB and local bus service from County Transit. MTDB's regional service consists of both the Trolley and regional bus routes 7,15 and 81, as shown in Figure 2. To pay for this regional

Figure 2

City of La Mesa
Bus Routes &
Trolley Stations

 Trolley
Stations



service, a percentage of each city's TDA apportionment is withheld by SANDAG as their obligation toward the regional services provided by MTDB. The percentage varies for each city based upon the estimated benefit received from regional transit service.

As the Trolley system expands to new areas, regional bus routes are evaluated by MTDB and modified when necessary. Some of this occurred when the East Line of the Trolley was extended to La Mesa, and will occur again when the Mission Valley Line is constructed. The City will need to be attentive to this evaluation process to make sure that modifications proposed by MTDB do not reduce the effectiveness of bus service to the community.

County Transit provides rural bus service and contract local bus service to areas outside the City of San Diego. The City of La Mesa has had a contractual relationship with County Transit since 1979 for the Route 854 bus service. The City will continue to work with County Transit to study the feasibility of providing additional local bus service as recom-

mended by the Transit Study when projected revenues are adequate.

One of the overall findings of the Transit Study was that La Mesa could better utilize its TDA revenues to expand local fixed route bus service rather than continuing to rely on the Dial-A-Ride program. Several areas and routes were identified which appeared to have the density of development and the high demand destination points which would support a cost effective bus route. The process of expanding fixed route bus services and minimizing the amount of Dial-A-Ride service provided is considered an accepted strategy for La Mesa in the years ahead.

Another incentive for transit use would be the installation of bus shelters at high volume stops. Under an existing program operated by MTDB, these shelters not only increase the comfort of bus users, but also improve the appearance of bus stop areas because of the increased maintenance provided under the agreement.

Paratransit

As mentioned previously, the City has paratransit service, or demand responsive transit service, from the La Mesa Dial-A-Ride program and the Wheels program. Dial-A-Ride has been a contract transit service limited to travel within the City and funded directly by La Mesa's TDA revenues. Service is available to the general public, with discounts offered to senior and disabled riders.

The program started in 1974 and from 1974 to 1992 it was operated by the Yellow Cab Company. The Transit Study recommended making changes to the Dial-A-Ride service as a means of



improving the quality and cost effectiveness of the service. These recommendations were implemented in 1992. The new contract also requires that the Dial-A-Ride service have the capability of handling disabled passengers in conformance with the Americans with Disabilities Act (ADA).

In addition to the Dial-A-Ride program, senior and disabled residents of La Mesa have access to the Wheels program. Wheels is a demand responsive service operated by County Transit which provides inter-jurisdictional transportation in the east county communities of La Mesa, Lemon Grove, Spring Valley, El Cajon, Santee, Lakeside and Alpine. Demand is very high for this program and reservations must be made days in advance for service at a desired time. The Wheels program is funded by a special TDA account reserved for senior and disabled transit services.

Circulation Policies

Bus & Paratransit

30. The City will continue to support a network of regional bus routes which will allow La Mesa residents to travel to all parts of the San Diego region efficiently, effectively, and safely.

31. The City will develop and apply public and private design standards applicable to new developments which will improve access to public transit.

32. The City will continue to support the provision of public transit which is readily accessible to the disabled community.

Circulation Objectives

Bus & Paratransit

7. The City will continually monitor the demand and performance of the Dial-A-Ride program in search of opportunities to transfer resources from this program to more cost effective fixed route services.

8. The City will provide bus shelters at high volume bus stops as a means of improving the comfort of transit users and encouraging the use of public transit.

Non-Motorized Transportation

Circulation Goal 5

To help maintain and enhance the quality of life in La Mesa by providing the necessary facilities within the circulation network of the City for safe, convenient and efficient transportation alternatives to the automobile.

Circulation Goal 6

To make bicycle riding a viable transportation alternative through the promotion and development of a local and regional bicycle facilities plan which provides a safe, efficient and convenient transportation alternative which is given a balanced level of importance in the design, funding and development of the overall circulation system.

The Circulation Element also provides for the movement of people by means other than in cars, trucks, buses and other motorized vehicles. The automobile has done a wonderful job of making it convenient and safe to move around a neighborhood, through a city, between cities and throughout large regions. There is a tremendous investment in streets and highways to make this possible. Whether for work, commerce, services or pleasure, the car has given us great access and mobility to almost everything we need and depend upon.

But, a complete and healthy community must also recognize that the city's streets are pathways for people, not just a means to get directly from one destination to the next by motorized vehicle. These paths also provide the means to move about the community without the assistance of a motorized vehicles. As such, these paths must also serve residents who are walking, riding bikes, in wheel chairs, or using other non-motorized forms of transportation.

Moving about the City in non-motorized ways is very important in defining the quality of life for a city. It is not just a measurement of convenience, it is also a measurement of whether the community balances the level of concern and investment in the safety and efficiency for people to travel with and without motorized vehicles. Streets are the primary pathways in the community which must be shared by competing transportation interests.

When determining how streets are to be shared, cities must balance the fact that traffic flow is hindered by pedestrian crossings, and pedestrian safety is hindered by high speed traffic. The ef-

fects of this can be seen on the freeways criss-crossing La Mesa, where the traffic flow of cars and trucks must not be hindered to be efficient, and the paths have become major barriers dividing the City. It takes major public expenditures to build bridges that separate regional traffic from local traffic and reconnect portions of the community. It is important to make sure these facilities make room for pedestrians and bicyclists to insure that these connections are not just for cars and trucks.

On City streets, it is important to recognize and balance the needs of non-motorized travel as well. Busy streets need safe and convenient paths for seniors to get across busy intersections, for children to get from home to schools and parks safely, and for all residents of La Mesa to get to services and places of employment. This takes foresight and a public commitment to make sure streets provide continuous and adequate sidewalks, proper crossing locations and facilities, street lighting, access to public transit, and other elements that make streets safe and efficient for non-motorized transportation.

These policies become even more important in establishing the City's long-term commitment to maintaining the quality of life in La Mesa when it is recognized that streets are one of the primary land uses in the community. Streets are not just curbs, gutters and sidewalks to meet engineering standards. Streets are "places" which define the shape and character of the community. Streets have a lot to do with determining the values of the community that are not measured in terms of traffic flow or level of service. The design and maintenance of La

Mesa's streets also determines the livability of the City.

This has an obvious importance to residents, workers, shoppers and visitors who must, or choose, to walk or ride bicycles on the City's streets. It is equally important to those who come to the City in cars and on transit for work, shopping and services, who develop a perception of the community based on the quality of the City's streets. Median landscaping, street trees, street furniture, signs, sidewalks, parking and other features that make streets better places for both motorized and non-motorized movement will help define what investments are needed to enhance the quality of life in La Mesa. This section of the Circulation Element establishes the goals and policies to help define the non-motorized elements of the circulation plan, and how these elements can be effectively integrated into the circulation network.

The non-motorized circulation policies are divided into two primary areas, bicycle facilities and pedestrian facilities. In utilizing these policies it will be important to recognize that:

- only by providing pedestrians and bicyclists with safe and efficient routes to travel within and through La Mesa will these truly become viable alternatives to motorized transportation; and,
- providing facilities within the City's streets for safe and efficient pedestrian and bicycle circulation will help maintain the desirability and livability of La Mesa as a community in which to live, work exercise and enjoy the community.

Bicycle Facilities

The Circulation Element includes a bicycle facilities network plan which is intended to clearly establish the City's goals and policies regarding the importance of providing bicycle facilities within the overall circulation network. The bicycle plan includes an outline of the existing and planned facilities and features needed to implement the plan. The intent of the Bicycle Facilities Plan is to:

- improve safety for bicycle riders on City streets;
- encourage bicycle ridership as a viable transportation alternative to the car;
- help make La Mesa a more livable place; and
- help educate the public about the importance of sharing the transportation functions of the street system and the need for funding bicycle facilities.

La Mesa is blessed with a varied and interesting terrain, providing vistas and other visual resources which have helped to make the City such a desirable place to live and work. From the cyclist's



perspective, this terrain, with its steep streets and physical barriers, significantly limits the optional routes available for easy and direct access to key destinations and cross town routes. In La Mesa, this terrain has defined the primary road system to minimize overly steep grades on City streets. It is equally important for bicyclists to find the most direct routes with the least challenging grades to get around La Mesa, as well as through the City to neighboring jurisdictions and regional destinations. Since there are not extensive opportunities for off-street bike paths, this plan focuses primarily on the integration and coordination of bicycle facilities within the existing street network.

Because the City's roadway network is so well established, and not expected to change significantly during the planning period, implementation of the bicycle facilities plan will rely on two strategies. The first will be the construction of roadway improvements to provide for a network of safe and efficient bicycle routes within the street rights-of-way where roadway widening is feasible and most important to the regional network. The second will be the use of signs designating streets which are the most appropriate secondary bicycle routes within the existing street system.

In the past, the City has been very successful in competing for regional bicycle facility funds provided through State programs. These regional resources can provide the funds for right-of-way acquisition and construction of road improvements needed to make bicycle routes safe for both motorists and bicyclists. The City has been effective in securing these funds because of the long-

term commitment to implementation of a well defined bicycle facilities plan.

With so many demands for limited transportation facility funds, the real value and need for bicycle facilities will be questioned. The bicycle facilities goals and policies established in the Circulation Element provide the basis for these important elements of the overall circulation plan. The real "bottom line" in responding to these challenges will be in the understanding that, when well planned and properly integrated into the City's circulation network, the bicycle facilities are just as important as other auto-related traffic safety and carrying capacity needs of the City's streets. The streets and roads in La Mesa are the paths that must: carry children to schools and parks; allow bicycle commuters to get to work, services and the colleges serving La Mesa efficiently; and give recreational bicycle riders a chance to enjoy the community and its easy access to regional open space and park resources.

From a regional perspective, La Mesa's central location within the network of major transportation facilities is discussed in other related sections of the Circulation Element. For bicyclists though, access to much of the region is limited by lack of access and use of the freeway system. With this limitation in regional access, bicyclists must rely heavily on the inter-connection of bicycle routes with surface streets that provide links between communities in a regional network to permit direct and easy travel. In addition, policies of the bicycle facilities plan point out the importance of linking bike routes to regional transit routes and insuring continued access to the use of the bus and light rail system.

The bicycle facilities plan includes policies and standards for the effective development of a bicycle route system serving La Mesa and the region. In addition, it defines the importance of insuring proper availability of bicycle facilities in private development when found to be consistent with the goals and policies of the Circulation Element. The bicycle facilities plan incorporates regionally approved descriptions and standards for bicycle facilities as outlined below:

- **Bike Path:** A completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.
- **Bike Lane:** A lane on the paved area of the road for the exclusive or semi-exclusive use of bicycles.
- **Bike Route:** A street identified as a bicycle facility by signing only. The bicycle shares the roadway with motor vehicles.
- **Bikeway:** Refers to one or all of the above.

During the planning period, implementation of the bicycle facilities plan will focus on completing the key missing routes on the plan. The priority will be to complete the links to regional routes that are within La Mesa. Figures 3 illustrate the types of bicycle facilities planned in La Mesa. This will include work with regional planning groups and other agencies to insure that La Mesa's bicycle riders receive funding that is equitable with the City's commitment to providing safe and efficient bicycle facilities.

Circulation Policies

Bicycle Facilities

33. The Caltrans bikeway design criteria will be used by the City in designing and building bicycle facilities.

34. The City will plan street improvements which give proper consideration to bicycle facilities as a viable part of the transportation network in La Mesa.

35. The City will encourage the provision of support facilities such as bicycle parking and storage in appropriate commercial, employment, and transit projects.

36. The City will continue to support the provision of space and equipment on public transportation systems for carrying bicycles to increase opportunities for multi-modal trips.

37. The regionally approved bikeway design criteria will be used by the City in designing and building bicycle facilities.

Circulation Objectives

Bicycle Facilities

9. The City will actively participate in the SANDAG Regional Bicycle Facilities Committee in order to secure funding for implementation of the Bicycle Facilities Plan and to coordinate the design and location of regional bicycle facilities.



Figure 3

La Mesa Bicycle Facilities Plan

- Existing Bike Lanes
- - - Proposed Bike Facilities
(Lanes and Routes)



Pedestrian Circulation

The key to safe and efficient pedestrian circulation is the design, construction and maintenance of sidewalks. As in most cities, the existence and condition of La Mesa's sidewalks is inconsistent. Currently, an estimated 20-25% of La Mesa's streets are without sidewalks. A primary objective for pedestrian circulation will be to provide sidewalks on at least one side of most streets.

La Mesa has long recognized that sidewalks have functions other than just an essential pedestrian amenity. They are also a feature which helps improve the appearance of neighborhoods and the community in general. They provide a trim line for lots and aid in maintaining the appearance of the community, thus improving the value of all property. Conversely, blocks without sidewalks often experience neighborhood conflicts when separation between the public street area and private yard areas are poorly defined.

In the Downtown area of La Mesa, sidewalks can also become extensions of commercial businesses which adds to the pedestrian experience intended from this "village" environment. Sidewalk cafes and shopping displays are features the City wishes to allow in the proper circumstances.

The policies of this Circulation Element are intended provide a range of public improvements to benefit pedestrians. Increasing sidewalk widths, landscaping, street furniture and parking in commercial areas all work to help separate pedestrian and vehicular traffic while improving the appearance of the community.



The Circulation Element policies also attempt to balance the need for pedestrian use of the public right-of-way with the physical limitations of certain areas of the City. In many cases, older streets developed in hillside areas have little or no chance for the installation of sidewalks. In other areas, a lack of existing improvements may make it difficult for pedestrian facilities to be installed in a piecemeal fashion. This occurs with infill developments which will be typical of much of the projected residential development in the years ahead. For these reasons, policies which allow flexibility in determining where pedestrian improvements will be required are included.

The enactment of the Americans with Disabilities Act has made it mandatory that public rights-of-way be improved to permit safe and efficient wheelchair access and use. For this reason, pedestrian ramps will be needed throughout the City where sidewalks are provided. Other requirements will also have to be met to provide clearance for wheelchairs around street signs, street lights, trees, mailboxes, etc.

The City of La Mesa coordinates with local schools in order to develop a "Safe Routes to School" program. This program concentrates on providing sidewalks, intersection controls and lighting on those routes felt to be the safest for leading children to and from schools.

In addition to sidewalk improvements and properly timed pedestrian crossing signals should be provided at all signalized intersections with pedestrian access. This is particularly important at major streets with wide roadways which may be difficult for senior citizens and disabled people to cross. Balancing the needs of pedestrians with the need to move vehicular traffic will require the City's constant attention.

Circulation Policies

Pedestrian Facilities

38. All new streets shall make provisions for the adequate and safe movement of pedestrians, including improvements for the elderly and handicapped.

39. Streets leading to schools and parks will receive a higher priority when allocating City funds for sidewalk improvements.

40. The City will continue to retro-fit existing street improvements, and require new developments to install public improvements which will provide for proper disabled access and mobility on public streets. The City recognizes that sidewalks are essential in all areas, including hillside areas where it may

only be feasible to place sidewalk on one side of the street.

41. The City may waive sidewalk improvement requirements for new developments when there is ample evidence that pedestrian access is not necessary. The City will adopt standards to assist in these determinations which include the following considerations:

a) the percentage of existing continuous sidewalk along a block;

b) the relationship between the estimated costs for the public improvements and the costs of the project; and

c) whether the street is in a hillside area which presents physical constraints to the practical addition of sidewalks.

42. Should the City defer construction of street improvements as part of any new development approval, the property owner may be required to sign an agreement to participate in the future installation of the improvements when a more complete street improvement project is feasible.

43. The City will provide for the approval of certain commercial uses in the sidewalk areas of the public right-of-way in the Downtown Commercial District when those commercial uses can be found to be of benefit to the overall pedestrian environment.

Circulation Objectives

Pedestrian Facilities

10. The City will prepare and maintain an inventory of sidewalk facilities to determine where pedestrian improvements are most needed to insure disabled access and continuous safe routes for pedestrians throughout La Mesa. This resource will be used to select and prioritize projects in the Capital Improvement Program.

Regional Transportation

Circulation Goal 7

To provide a circulation system for the City of La Mesa which fits within the regional transportation framework designed to move people and goods as well as improve air quality and reduce traffic congestion.

The City of La Mesa's Circulation Element will be influenced by several federal, state and regional programs which are designed to improve transportation planning and the management of both air quality and traffic congestion. These programs have been adopted over several years and often overlap in their areas of responsibility which may cause some confusion when trying to understand their impact on the City. The following sections identify the various programs and discuss the City's obligations within the programs. In addition to the Circulation Element, some of these

programs influence other elements of the General Plan, such as the Conservation & Open Space Element which also addresses air quality.

Federal Clean Air Act

In 1963, the federal government passed the Clean Air Act which provided standards for monitoring and controlling the nation's air quality. The Clean Air Act has been amended several times over the ensuing decades, generally with increasingly stringent regulations for the improvement of the nation's air. The last amendment was in 1990 at which time a system for classifying air basins according to the quality of their air was established.

The Clean Air Act requires each state to prepare a State Implementation Plan for meeting the air quality standards. This process involves the Air Pollution Control District (APCD), which develops local programs for reducing emissions into the atmosphere. Many of the existing or proposed programs in the San Diego region involve methods for reducing emissions from vehicles either through trip reductions or congestion management.

California Clean Air Act

The Federal Environmental Protection Agency has determined that California has not met the national air pollution standards. In response to this finding and the growing concerns expressed by State residents, the California State Legislature enacted the California Clean Air Act (CCAA) in 1988. This

legislation established more stringent air quality standards than those provided in the federal Clean Air Act.

The central requirement of the CCAA is that air districts throughout the State prepare Air Quality Plans which identify the length of time required to meet State air quality standards within the basins. In the San Diego region the Air Pollution Control District (APCD) boundary is the same as the County boundary. The County Board of Supervisors serves as the district board.

A majority of the pollution in California's air comes from motor vehicle emissions, therefore a key component of the Air Quality Plan is a listing of transportation control measures. These measures are defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." The APCD has the authority to adopt and implement regulations which "encourage or require the use of ride sharing, van pooling, flexible work hours, or other measures which reduce the number or length of work trips." The San Diego APCD has established the criteria for the transportation control measures and delegated the responsibility for development of the measures to SANDAG. Should the region fail to meet the state standards for air quality by 1997 these control measures would become mandated programs to reduce "drive alone" trips, especially during peak traffic periods. Such mandates would obviously have an impact on Circulation Element policy decisions La Mesa will make in the years ahead.

Congestion Management Program

In addition to the Clean Air Act approved by the State Legislature, the voters of California passed Proposition 111 in 1990. This law requires the preparation, implementation and annual updating of a Congestion Management Program (CMP) in each of California's urbanized counties. In the San Diego region, all the cities and the County have agreed to designate SANDAG as the "Congestion Management Agency" with lead responsibility for the preparation and updating of the CMP.

The initial San Diego CMP was adopted by the SANDAG Board of Directors in November 1991. The CMP consists of the following five components:

Traffic Level of Service: The CMP has designated 687 miles of highways and major roadways as the regional network for vehicle circulation. These are the routes which provide the highest level of regional traffic service, serve major regional facilities, and provide significant inter-community traffic service and freeway congestion relief. The standard for these identified roadways is established as LOS "E", with an objective of reaching LOS "D."

Transit Performance Standards: The CMP has established standards for improving access to transit for a greater portion of the regions residents. The goal is for MTDB and the North County Transit District to provide basic transit routes within a 1/4 mile of 50% of all housing in the region, and within 1/2 mile of 80% of all housing. The program

also attempts to improve the frequency of service along routes.

Trip Reduction and Travel Demand Management Strategies: This component overlaps with the requirement of the CCAA requirements mentioned previously. For that reason the transportation control measures prepared for the Air Quality Plan are also intended to serve this portion of the Congestion Management Program and include the following strategies:

Land Use Impact Analysis

This is a three-phased land use analysis which includes:

1. An enhanced California Environmental Quality Act (CEQA) review of large projects to insure traffic analysis and mitigation of project impacts on the regional transportation system.
2. A cumulative traffic analysis of all projects by SANDAG through the Regional Growth Forecast/Regional Transportation Plan process.
3. Project design guidelines that would support alternative travel modes such as walking, bicycling, ride sharing and public transit.

Seven Year Capital Improvement Plan (CIP)

This process identifies all capital improvement projects that will maintain or improve traffic LOS and transit performance standards, mitigate regional transportation impacts and conform to air quality programs.

As the Congestion Management Agency, SANDAG is also responsible for maintenance of a database and development of a regional transportation model for use in local analysis of project of potential significance. SANDAG must

approve alternative transportation models prior to use by local agencies.

If a local jurisdiction has a CMP designated roadway which is not meeting the LOS standards it may prepare a "deficiency plan" which must include:

1. The cause of the deficiency.
2. A list of improvements designed to meet the LOS standards.
3. An alternative list of improvements to measurably improve system LOS and air quality.
4. An action plan for implementing the improvements.

Adoption of a "deficiency plan" will allow a local jurisdiction to still be found in conformance with the CMP even though a roadway or roadways are not meeting the desired LOS standards.

Regional Growth Management Strategy

As discussed in the Land Use and Urban Design Element, the Regional Growth Management Strategy (RGMS) was adopted by San Diego County voters in 1988. It established nine "Quality of Life" factors for the region which are to be used to evaluate the impacts of growth. One of these factors is Transportation System and Demand Management. The standards and objectives for the RGMS were prepared in conjunction with the CMP process listed above to insure consistency and to prevent unnecessary duplication of effort. As a member agency of SANDAG, the City of La Mesa has agreed to make an effort to meet the standards of the RGMS and the CMP, and document those efforts as part of an an-

nual self-certification process coordinated by SANDAG.

Regional Transportation Plan

One of SANDAG's primary functions as the regional transportation planning agency is to prepare a Regional Transportation Plan (RTP). This document satisfies both federal and state requirements that there be a comprehensive planning process for transportation needs in the region. The RTP is a long range plan which is updated every two years. It includes the following elements which in some cases incorporate or compliment the programs listed above. The ten RTP elements are: Land Use & Pedestrian Element, Highway Element, Transit Element, Aviation Element, Bicycle Element, Freight Element, Congestion Management, Air Quality Conformity, Energy Element, and Financial Element.

The City has no direct responsibility for the preparation of the RTP; however, as a member agency of SANDAG there are opportunities to review and comment on the biannual updates. The RTP has an impact on La Mesa's Circulation Element as it applies resources to those parts of the regional transportation network within the sphere of influence of the City.

Circulation Policies

Regional Transportation Programs

44. La Mesa will strive to meet the transportation control standards of the Congestion Management Program and the Regional Growth Management Strategy, and perform the annual self-certification to verify the City's progress in meeting those standards.

45. The City will support efforts made to insure representation from other levels of local government in the decision making process by the Air Pollution Control District concerning transportation control measures.

Implementation Programs

1. The Capital Improvement Program

An integral part of the implementation process for the Circulation Element is the Capital Improvement Program (CIP). As part of each annual budget, the Public Works Department updates the City's five year CIP which outlines all of the major capital improvements, including street system improvements, needed in the City. The CIP is presented to the Planning Commission to determine consistency of the projects with the General Plan, and recommends funding of projects from the various sources including the following:

- **Intermodal Surface Transportation Enhancement Act (ISTEA)**

This Federal funding program was set up to provide assistance in a variety of areas dealing with transportation. Portions of ISTEA funding is available for roadway improvements, transit capital improvements and transit operational needs. The City receives ISTEA funds through direct apportionments and through competitive project application.

- **Transnet Funding**

Transnet funds are a locally generated from the voter approved Proposition "A", which added a half cent sales tax for San Diego County. The revenue from this tax is distributed to cities and transportation agencies within the region for the construction and maintenance of streets and transportation facilities.

- **Community Development Block Grant (CDBG)**

The CDBG program is a direct grant from the federal government which varies from year to year depending on the federal budget deliberations. These funds can be used for certain capital facility improvements to the public right-of-way if they can be found to benefit lower income households. Often these funds have been used in La Mesa for street improvements when those improvements are located in area where the majority of residents are below the median income level for the City.

- **State/Local Partnership (SLP) Funds**

This is a program designed to match state and local funds together to develop transportation facilities.

- **Transportation Development Act (TDA) Funds**

These funds come from a portion of state sales tax and are directed primarily towards transit related expenditures. Some capital improvement projects are eligible if they are related to a transit service such as improving access to a trolley station.

2. Traffic Management

The Public Works Department oversees the operation of the City's street system by insuring the maintenance and coordination of traffic signals, traffic signs as well as other traffic control devices and techniques. In addition to planning and reviewing proposals for both major and minor modifications to the street system, the department provides coordination and staff support to the Traffic Committee. This advisory committee meets on a regular basis to consider proposals to modify speeds, regulate on-street parking, and add control devices to intersections. Committee recommendations are passed along to the City Council for final action.

3. Regional Committee Representation

The City has opportunities to participate in several committees set up by SANDAG which can influence circulation related policies established for the region. The City will continue to provide representation to the following committees as a means of developing regional and local transportation systems of value to La Mesa:

- **Regional Growth Management Technical Advisory Committee**

City of La Mesa

General Plan

Conservation & Open Space Element



La Mesa General Plan

Conservation & Open Space Element

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Conservation & Open Space Element

La Mesa - 2010

A city where a natural landscape of rolling hills and canyons has provided a beautiful setting for its many well maintained, residential neighborhoods, parks and open spaces. .

A city that is a quiet and safe place to live, work, play or go to school.

A city where local governmental services, including police, fire and recreation meet the needs of its citizens. Where municipal buildings, parks, streets and other public facilities are well maintained.

A city which recognizes the value of its natural assets and has taken steps to conserve the quality and quantity of its air, water, land and biological resources.

cial land uses. La Mesa does not have many of the resources typically discussed in a conservation element, such as significant natural habitat areas, bodies of water or coastal zones, or agriculture and mineral resources. These issues are important to the community in a regional context though, and the goals and policies in this Element reflect this interest in supporting regional resource conservation efforts. Resource conservation issues which are also of regional interest, but apply more directly to local implementation in an urban setting include air quality, water supply, solid waste management, sewage treatment, and storm water pollution management. These topics, as they relate to conditions in the City of La Mesa, are addressed in this Element as well.

A decline in the number of acres of undeveloped land has accompanied the urbanization of La Mesa. This decline in the amount of undeveloped areas for open space purposes has increased the importance and demand on the City's urban open space resources. The backbone of the City's open space plan is the City's 14 parks and the open space resources provided by the schools within the City. In addition, private open space within residential developments, and even commercial recreational opportunities will continue to be important components of

Introduction

The City of La Mesa has experienced a substantial transformation over the past four decades as it has grown along with the surrounding region. The community has evolved from being primarily a semi-rural suburban bedroom community to its current status as an east county urban subcenter. Approximately 95% of the City's land area has been developed with residential and commer-

the open space network needed to maintain the quality of life in the City. Within the parks, the sometimes conflicting demands on open space for recreation purposes, for preservation of natural areas and for public health and safety. The open space section of the Conservation and Open Space Element establishes guidelines for balancing the demands placed on the City's parks and open space areas.

There is a close relationship between measures needed to conserve natural resources and those needed to provide open space to sustain the quality of life for La Mesa's citizens. For this reason, conservation and open space issues are combined in one Element of the La Mesa General Plan. This Element is divided into two major sections, Conservation and Open Space, to establish the goals, policies and objectives needed by the City to meet the community's current and future open space needs and to promote local and regional conservation efforts.

Conservation

Conservation Goal 1

To encourage public and private actions which promote the conservation and efficient use of natural resources and effective methods of preserving sensitive lands in the region.

The Conservation section of this Element summarizes the City's goals and policies on resource conservation issues from both local and regional per-

spectives. The issues are divided into subsections by subject area, including: air quality, water, land forms, biological resources and sensitive lands, and waste management.

Air Quality

Clean air, free of manmade pollutants, is one of the most important natural resources. Improving and maintaining air quality is an important responsibility in urban areas and the San Diego region is no exception. According to the Air Pollution Control District (APCD) approximately 65% of the total emissions are the result of motorized vehicles. As a result, many of the Air Quality policies and programs are directed towards reducing the impacts of automobiles on regional air quality. This is a regional issue which can be supported locally through programs in each community, and through the implementation of State and Federal requirements on a regional basis through the APCD and SANDAG.

The policies presented below to support efforts to improve overall air quality are divided into three areas: land use actions, regional trip reduction programs and transportation system policies. These policies are also consistent with, and should be used in combination with, the goals and policies in the Land Use and Urban Design, and Circulation elements of the General Plan.

Conservation Policies

Air Quality

1. The City will maintain programs and procedures which prevent the introduction of commercial or industrial activities which could have a significant negative impact on air quality.
2. The City will support and encourage economical transportation alternatives which reduce auto emissions by reducing vehicle trip lengths and frequencies.
3. The City will encourage the use of transportation modes other than the automobile by implementing land use policies which result in a pattern of residential uses and employment opportunities in close proximity to com-

mercial services, community facilities, employment centers and transit routes.

4. The City will support programs to reduce auto emissions by improving the flow of traffic and other transportation system management programs.
5. The City values trees for their role in processing carbon dioxide in the atmosphere, and will continue efforts to save existing trees and to require planting of new trees in conjunction with public and private developments.

Conservation Objectives

Air Quality

1. The Community Development Department will review the Zoning Ordinance to incorporate regional air quality standards and objectives where



necessary for commercial and industrial uses.

2. The Community Development Department will review the Zoning Ordinance to consider what standards can be added to preserve and protect stands of mature trees within the City.

3. The Community Development Department and the Public Works Department shall review the current standards for street trees and landscaping in the public right-of-way to insure that the plant varieties and quantities specified are adequate .

Water Resources

La Mesa is part of a natural water resource poor region. An average of 90% of the regional water supply is imported

from Northern California and the Colorado River. Imported water is delivered through a complex system of pipes, pump stations, reservoirs and fluctuating political and legal arrangements. The Helix Water District supplies water within the City of La Mesa. Although La Mesa is not a water providing agency, the City is committed to the efficient use of water resources.

Water conservation issues involve policies related to the wise use of our limited supplies, and maintaining water quality. Policies which will reduce unnecessary water waste at the local level are provided below. In addition, the City has established policies intended to prevent degradation in water quality.



Conservation Policies

Water Resources

6. The City will establish management practices which conserve water use in public facilities and public landscape areas.

7. The City will adopt and implement requirements for water conservation in new construction and landscaping through the development review and building code implementation programs.

8. The City will support regional water conservation efforts, water reclamation, and prevention of water quality degradation through ground water contamination and storm water pollutants.

Conservation Objectives

Water Resources

4. The Community Services Department and Public Works Department will maintain data for City parks and landscape areas to monitor water conserving procedures and equipment.

5. The City will cooperate with regional water providing agencies in the maintenance of programs and facilities to cope with potential future water shortages due to drought conditions.

6. The City will coordinate with Helix Water District any investigation into the feasibility of establishing a separate distribution system for using reclaimed

water for parks and public landscape areas.

Land Forms

Within the City of La Mesa, natural land forms create a dramatic and varied terrain. Hillsides, canyons and gently sloping mesas provide many opportunities to use topography as a development asset. This varied land form is a basic component which defines the character of La Mesa. In many cases, vistas and views serve a significant role in forming districts and neighborhoods, and adding value to the community. These features are important factors in evaluating the potential for new development and redevelopment in the community. The policies below are intended to assist in establishing the importance of preserving these land forms in the La Mesa. These policies should also be used in combination with the Land Use and Urban Design Element.



Conservation Policies

Land Forms

9. The City will adopt grading and development standards to protect or complement the importance of natural land forms and significant physical features, and encourage development which is blended into rather than imposed upon the land.

Conservation Objectives

Land Forms

7. The Community Development Department shall continue to implement the Hillside Overlay standards and Urban Design Program to ensure to development does not significantly impact the overall community value of major land forms and physical features.

Biological & Sensitive Land Resources

A combination of climate and topography make San Diego County a region of great biological diversity. Five primary biological communities exist, each with characteristic species and an identifiable range. In addition, there are numerous sub-communities which have developed as a result of localized conditions.

Coastal sage scrub is the biological community which ranges from the coast to approximately the 1,500 foot elevation. The City of La Mesa, along with most of the urbanized area in San Diego is located within the range of the coastal sage scrub community. It is estimated that between 70 and 80% of the coastal sage scrub range in Southern California has been converted to urban uses.



During the early 1990's, a coalition of land owners, biologists and government officials from many jurisdictions have responded to the loss of the coastal sage habitat through efforts to create a multiple species conservation plan for the coastal sage scrub community. If implemented, the plan would establish viable, biologically-rich protected areas while allowing the development of more marginal areas. In addition, the plan would mitigate the growth-inducing impacts of several proposed regional public facilities, such as highway projects and regional wastewater treatment infrastructure. The residents of the City of La Mesa would benefit from the construction of these infrastructure improvements and implementation of a significant regional natural habitat preservation program.

Conservation Policies

Biological & Sensitive Land Resources

10. The City will establish policies which encourage the preservation of the City's few remaining areas of sensitive lands and natural habitat, where such features will make a significant contribution to regional or local preservation efforts.

Conservation Objectives

Biological and Sensitive Land Resources

8. The Community Development Department will initiate the creation of an

Open Space Overlay Zone which can effectively protect those areas of natural vegetation determined to be of significant value individually or as part of a regional habitat conservation program.

9. The City will actively pursue participation in regional programs which provide viable methods for mitigation of significant natural habitat areas within broader regional systems.

Waste Management

Solid waste management will continue to be a critical regional issue facing San Diego during the planning period. The San Diego region produces approximately 4 million tons of trash each year. This represents about 1.5 tons per person annually. From a planning perspective, the key issue is the lack of future landfill space to handle these projected volumes of trash. This includes the familiar forms of household recyclable materials such as glass, newspaper, aluminum and yard cuttings. This issue also includes the importance of business



and industrial waste products which also need to be managed.

Conservation Policies

Waste Management

11. The City of La Mesa will establish management policies and programs which will encourage recycling by the City, its residents and businesses.

12. The City will work with other public and private agencies to educate the public about hazardous waste disposal.

Conservation Objectives

Waste Management

10. The City will prepare a Source Reduction and Recycling Plan to meet the recycling objectives established by the State.

Open Space

Open Space Goal 1

To create a network of public parks throughout the City which will be convenient and beneficial to all segments of the community.

Open Space Goal 2

To promote and encourage the provision of open space areas within private developments which will supplement and compliment the City's public open spaces.

Open Space Goal 3

To work with regional programs to protect the remaining areas of native vegetation and undeveloped rural areas for their significant open space and biological value.

Open spaces have very basic and important values which help make La Mesa and the region in which the City is located such a livable place. The importance of open space as a component of the City is made even more significant because the City is 95% built out. Open space will continue to be an important issue for La Mesa during the planning period. For the purposes of defining the City's policies, open space is provided in four basic forms: 1) regional public lands (e.g., beaches, regional parks, and forest lands), 2) undeveloped private lands (e.g., sensitive lands, agricultural land), 3) urban public parks, and 4) private open space.

Because La Mesa is located within the greater urbanized area of San Diego. There are not large areas of undeveloped land or regional public lands that are within the City and subject to the direct policy control of the City. Many of these open space resources are of critical importance to La Mesa though, in terms of defining the resources which add to the quality of life in La Mesa. Views of Cowles Mountain, Mount Helix, and Lake Murray are all good examples of regional open space resources outside the City that are directly related to the open space values of the community.

In a broader context, the regions parks, beaches, rural lands and mountains are also significant open space resources



for La Mesa. It will continue to be very important to build partnerships and to work within regional planning processes to maintain the value of these open space resources for the benefit of La Mesa and the region as a whole. As a balancing factor, the City's other land use policies which encourage effective urban residential and commercial uses, should help to reduce the pressure for unnecessary urban sprawl which will impact many of the regional open space resources.

The open space resources more directly affected by La Mesa's policies will be in the direct development, maintenance, and operation of City parks and recreational facilities. It will be important for the City to maintain a range of park facilities from neighborhood facilities to larger and more active community and regionally sized facilities. In addition,

there should be an even distribution of parks throughout the City. Where higher concentrations of residential densities occur, the provision of public parks and private open space within residential projects becomes very important.

The City has a long history of providing excellent open space and park facilities. As continued demand is placed on these facilities, it will be important for the City to implement policies and programs that will provide for re-investment in these facilities so they remain effective source of safe and appealing open space for the residents of the community. This will mean making changes to existing facilities to meet the needs of the community as it changes over the planning period. This will also require the City to continue building partnerships with other agencies to maximize open space and rec-

reational opportunities. Past examples of this include working with Helix Water District, the school districts, and adjoining jurisdictions on regional parks such as Harry Griffen Park.

The existing network of parks and open space resources in the City is shown in Figure 1. This figure identifies the current distribution and type of park facilities provided in the community, along with the relationship between school sites in the City and the existing park system. The City will need to continue to work diligently with the school districts and other agencies to maximize the public open space and active outdoor recreational resources available for the enjoyment and health of La Mesa.

The final component in this network of open space facilities for La Mesa is private open space. Development regulations and design review procedures will continue to be implemented to insure that new residential development provides high quality usable open space within each project. In addition, the open space values of the City's single family neighborhoods must be maintained by the effective use of zoning and subdivision regulations, and property maintenance standards. These issues are also addressed in the Land Use and Urban Design Element of the General Plan.

Open Space Policies

Parks and Public Spaces

1. The Community Services Department and the Community Development Department will use the following standards to locate appropriate sites for public parks within the City:

A. Park facilities should be situated so that no residential unit is more than one mile from any recreational facility.

B. Park sites should be easily accessible from public streets on as many sides as possible.

C. Park sites should be of sufficient size to contain both active and passive recreational opportunities in a well landscaped setting.

D. The overall ratio of park facilities within the City should be one Neighborhood Park (3-7 acres) per 5,000 residents, and one Community Park (15-30 acres) per 20,000 residents.

2. The City will prepare and implement a parks and recreational facilities master plan to more clearly define the short- and long-term open space and recreational facility needs for the community and to establish implementation programs to begin to meet these needs.

3. The City will continue to improve and, in some cases, make changes to existing park facilities to maximize the open space and recreational benefits to the community.


4. The City will continue to work with the school districts and other public agencies to cooperatively develop and maintain open space and recreational facilities on available property to maximize open space opportunities with the limited public land available in the City.

5. The City will design and improve parks to serve a variety of interest

Figure 1

Open Space Resources

Land Use Element categories showing sites with open space and recreational opportunities

-  **Open Space**
See Relevant Specific Plan
-  **Public Use**
E - Elementary School
MS - Middle School
HS - High School
-  **Recreation Uses**
N - Neighborhood Park
C - Community Park
R - Regional Park



groups by providing a combination of active and passive facilities.

6. The City will continue to negotiate with the City of San Diego to insure the preservation of Padre Bay Arm as a park or open space site.

Private Spaces

7. The City will continue to require the provision of open space areas on private properties through the use of zoning and subdivision ordinance standards for setbacks and lot coverage.

8. The City will create and apply subdivision design standards relating to "panhandle" lots which will insure adequate separations between residential units.

9. When applying design standards to new developments, the City will encourage on-site open spaces which can serve as extensions of adjacent open space areas.

10. The City will continue to require that multiple family residential projects provide usable on-site open space areas as a supplement to the public parks and open space system.

Natural Open Spaces

(See also Biological Resources in Conservation section above)

11. In the development of parks in the City, passive open space and natural areas should be incorporated into the design to provide a balanced range of open space values for the use and enjoyment of the residents of the City.





12. The slopes within the West Central Specific Plan area which have been designated open space shall be preserved and maintained while allowing for limited development of private property.

13. Should the City obtain controlling interest in Padre Bay Arm, an effort will be made to preserve and incorporate the native vegetation into any recreational facilities proposed.

Open Space Objectives:

1. The Community Development Department shall review, and revise as necessary, those sections of the Zoning Ordinance which will control on-site open space in new developments, to make sure that the quantity and quality of open space provided will be adequate to serve the needs of the residents.

2. The City will prepare a master plan for parks and recreational facilities to identify short- and long-term facility needs for existing and new park facili-

ties, and to identify programs and strategies for the provision of these facilities.

3. The Community Services Department will work with the local school districts to identify the school sites which are most suited for joint development as park and recreation facilities as part of a park facilities master plan.

Implementation Programs

Conservation

1. Traffic Flow.

The Public Works Department will continue its efforts to monitor and adjust the street signalization system and lane configurations to provide an efficient traffic flow on the City's main thoroughfares as a part of regional efforts to improve air quality.

2. Regional Involvement.

The City will continue to support regional cooperative efforts to improve air quality by implementing the appropriate local policies and programs recommended in the regional air quality strategy.

3. Land form Preservation.

The Community Development Department and Public Works Department will continue to implement the land form conservation policies and apply sound design standards through the Ur-

ban Design Program, Hillside Overlay zone and Grading Ordinances.

4. Recycling.

The Community Services Department will continue to implement the City's Source Reduction Plan and promote the curbside recycling program conducted by EDCO Disposal.

5. Hazardous Waste Management.

The City will continue to participate in the cooperative effort to prepare a Regional Hazardous Materials Management Plan.

Open Space

1. Park Development

The City will actively search for opportunities to acquire and develop new park sites which will place a full range of open space and recreational facilities within reasonable distance from residential areas and with easy access to of all of La Mesa's residents. The specific plan process will continue be used to address the localized issues related to park site selection.

2. Park Maintenance.

The Public Works Department shall continue to maintain existing parks to the highest standard feasible within the funding limitations set through the budget process, and shall include in its budgetary considerations the scheduling of new park acquisition and development.

3. Briercrest/La Mesita Park Project.

The Community Development and Community Services departments

will work cooperatively on the development and implementation of a park master plan to facilitate the reuse of Briercrest Park and to relocate the athletic fields to a master planned community park with a full range of sports fields and active recreational facilities in conjunction with La Mesita Park and Parkway Middle School.

4. Capital Improvements Program.

The City will continue to use the Capital Improvements Program to annually allocate the available resources for major park facility repair and replacement, as well as, for the allocation of funding for major new park facilities.

5. Grants and Other Funding.

The City will continue to actively search for potential funding resources for public open space, park and recreation facilities through grants. In addition the City will provide the methods to establish other effective funding sources for park and recreations programs, such as trusts and other fund raising activities.

City of La Mesa

General Plan

Historic Preservation Element



La Mesa General Plan

Historic Preservation Element

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Historic Preservation Element

La Mesa - 2010

A city which has maintained and improved its downtown as focal point for community activities as well as a place for operating a business, shopping, celebrating and living.

A city which recognizes its own history; which has preserved and integrated that history in a variety of residential and commercial neighborhoods.

Introduction

No city can hope to understand its present or to forecast its future if it fails to recognize its past. By tracing the past, a city can gain a clear sense of the process by which it achieved its present form and substance. Even more importantly, a city can use this information to determine how it is likely to continue to evolve. For these reasons, efforts directed at identifying and preserving La Mesa's historic architectural and cultural resources, with their inherent ability to evoke the past, should be pursued.

Historic and cultural resources are physical features, both natural and man-made, associated with human activity. These may include such physical objects and features as archaeological sites and

artifacts, structures, groups of buildings, street furniture, signs, and planted materials; in short, almost anything that connotes human historic (and prehistoric) presence. They may also include sites of fossil deposits or natural features which predate human arrival in the region.

The State of California encourages cities to identify and protect cultural resources through the adoption and implementation of a Historic Preservation Element of the General Plan. The optional Historic Preservation Element provides the legal machinery for communities to develop awareness and, beyond that, to develop a comprehensive program for historic preservation and cultural resources management.

La Mesa first adopted a Historic Preservation Element in 1984. By 1985, the City had adopted an implementation ordinance which created the Historic Preservation Commission, outlined the Commission's responsibilities, and prescribed a process for designating Historic Landmarks and Historic Districts in La Mesa. The goals and programs, as well as the discussion describing them, have been modified only to update their status since 1984.

La Mesa's goals for historic preservation and cultural resource management were developed by a Citizens Advisory Committee in 1984. As such, they represent a broad view of the need for the role of preservation and resource

management in the City's future. In addition, the 1988/89 General Plan Citizen Committee developed ideas for policies and programs. The General Plan Citizen Committee developed the following finding statements concerning historic preservation in La Mesa:

1. The City has made a commitment to the principle that cultural resource management and historic preservation are in the best interest of La Mesa by the adoption of this comprehensive Historic Preservation Element of the General Plan.

2. The City has created a strong organizational structure to implement the Element, including:

- Adoption of an Historic Preservation Ordinance which provides the authority for certain preservation activities.
- Appointment of an Historic Preservation Commission with specific powers and duties.
- Designation of the existing Historic and Cultural Resources Inventory as the resources to be managed.
- Creation of a list of incentive programs for use by property owners to preserve historic sites and structures.
- A commitment to providing proper staffing for administration of the Element so that the policies therein are implemented at all levels of City government.

A Brief History of La Mesa

The area now occupied by La Mesa was part of the early Rancho Mission San Diego de Alcalá as created by the Spanish colonists. Prior to the Mexican Revolution, large portions of the Rancho were reserved for the native Indians. After the Revolution in 1822, Spanish land grants like Rancho Mission San Diego were opened up to settlement at the expense of the Indians. Despite this opportunity, settlement of the La Mesa area did not begin in earnest until the late 1800's after California was annexed to the United States.

The actual settlement of La Mesa is said to begin around 1868 with the purchase of land in the area by Robert Allison for use as a sheep ranch. The many fine springs in the area provided ample water for the raising of livestock. It was soon discovered that La Mesa provided a convenient way station for travelers and shipments going east, especially after gold was discovered in Julian in 1869. Mr. Allison, with his land holdings in the La Mesa area, was able to take advantage of the land speculation booms of the 1870's and 1880's, which were common in California at that time.

Land speculation in La Mesa was also fueled by construction of the flume line which brought water down from the Cuyamaca Mountains, and the railroad spur line from San Diego to the East County. The flume was needed because, although spring water was available for livestock, there wasn't sufficient water

for more intense agriculture and town development. The San Diego Flume Company was formed in 1886 and started raising capital by subdividing and selling land along what is now El Cajon Boulevard from Rolando Blvd. to Garfield Street. Robert Allison also donated 100 one acre lots in the "La Mesa Townsite" to the flume company as a means of bringing much needed water to the La Mesa area.

During this time, efforts were also under way to construct a railroad spur line to the East County through La Mesa. In 1887 Robert Allison purchased construction bonds and granted a right-of-way to the new San Diego, Cuyamaca and Eastern Railroad Company. By 1890, service

was available from Lakeside to San Diego with a stop at the "Allison Springs" station, in what is now downtown La Mesa.

All of this development activity preceded a nationwide economic depression in 1891, which effectively halted growth in the entire San Diego region for awhile. Some of the subdivision activity of those early years is reflected in the lots and street patterns in the "Downtown" portion of La Mesa south of University along both sides of Spring Street. Faint reminders can also be seen in some subdivisions on the westerly side of La Mesa.

Growth did continue in La Mesa during the 1890's despite the economy. By 1895, San Diego newspapers and periodicals were referring to the area around "Allison Springs" as "La Mesa Springs"



and "La Mesa Colony". By the turn of the century, activity in La Mesa had shifted to three different areas: agriculture in the form of lemon groves and related packing facilities, health resorts and a brief period around 1910 as a movie production center.

Even with this early development activity, La Mesa consisted of only 700 residents at the time of its incorporation in 1912. The construction of El Cajon Blvd. around the time of World War I created a second roadway connection from La Mesa to San Diego. This new road also shifted development activity north from the University Avenue corridor. The City grew to 2,500 people by 1930, but the Depression stifled growth until World War II.

The War and Post-War years resulted in tremendous growth throughout Southern California, with La Mesa being no exception. Residential neighborhoods bloomed along the University and El Cajon corridors, and on the north side of the City along Lake Murray Blvd. and Baltimore Drive. Commercial developments were similarly plentiful, culminating in the development of the Grossmont Shopping Center in 1961.

As economical vacant land was consumed by the single family neighborhoods, rising land costs in the older parts of town created a demand by developers for higher density residential zoning as a means of providing cost-effective housing projects. For a period of time in the 1950's and 1960's, apartment developments began to encroach on some of La Mesa's historic residential neighborhoods. This trend was reversed in the 1970's as citizens took a more active interest in preserving the heritage of their

City. The results of this interest are reflected both in this Element, and in the Land Use & Urban Design Element of this General Plan.

The Importance of Historic Preservation

Historic Preservation Goal 1

To broaden the recognition by La Mesans that the spirit and direction of the City's growth is substantially reflected in its historic past.

Historic Preservation Goal 2

To safeguard our heritage by preserving those elements that reflect our cultural, social, economic and architectural history so that community residents will have a foundation upon which to measure and direct physical change.

Historic Preservation Goal 3

To strengthen the local economic base by stabilizing and improving property values through the identification and protection of specific historic districts.

For the citizens of La Mesa to derive maximum educational and aesthetic benefit from their cultural resources, sites must be adequately protected and their surrounding environments preserved. This requires a broad application of the principles of historic preservation and cultural resources management as early as possible in the planning process. This applies to both public and private projects and the establishment of mechanisms to ensure adherence to the program. Such measures must strike a balance between provisions for progress and the need to preserve our heritage.

Historic and cultural resources are constantly threatened by urban development. La Mesa is fortunate to have a substantial pool of structures, particularly housing and some commercial buildings,

remaining in a relatively unaltered condition and in good structural repair. The passage of time is the enemy of this resource, however, since buildings fall into disrepair, are vandalized, are demolished to make way for new private or public development, and are altered to the point of being unrecognizable in their historical context. Other categories of cultural resources are faced with similar threats to their existence.

Prior to the adoption of the Historic Preservation Element in 1984, some historic structures were lost to unregulated demolition and rehabilitation as well as to vandalism and fire. Two of the most important structures lost were major residences. In the mid-1960's, a 1908 Dutch Colonial structure at the intersection of Date Avenue and Finley Street,



was demolished to make way for apartment construction. This house was originally owned by Sherman Grable, an early developer and founder of the Bank of La Mesa. His home was architecturally important.

The second loss was the 1965 removal of "Rosehedge" (c. 1898), the 20-room mansion owned by Col. James Randlett on La Mesa Boulevard. Also an early resident of La Mesa, Col. Randlett



was a partner in the San Diego Flume Company and orchard developer. Most losses have not been this dramatic; however, and many adverse impacts to the Inventory have been through "modernization" and remodeling by private owners.

In general, historic preservation makes sense from an economic viewpoint. In a time of increasing housing costs, historic homes should be viewed as resources rather than impediments to progress. Restoration and rehabilitation of older structures are very real alternatives to the construction of new, more costly structures. The cost of new materials increases the value of older structures, and

older buildings often contain beautifully unique materials and examples of craftsmanship which cannot currently be duplicated without tremendous cost. The realities of current economic times should encourage the recycling of valuable housing resources rather than expensive removal and replacement with new structures. The value of the housing stock (and its associated tax base) is also improved by preservation efforts, and older neighborhoods are strengthened and improved by the infusion of new capital and public interest.

Important social and cultural benefits can be realized through historic preservation as well. The character of a community is reflected in its homes and buildings. Preservation of historic structures provides a tangible link with the past, a key to understanding our heritage and identity, and reinforces pride in the community and neighborhood. If the work of the past is respected, we might expect that our own efforts will survive. Familiar landmarks establish a sense of permanence and well being. The psychological benefits of "feeling at home" are as real and as important as the educational or aesthetic values of historic preservation.

Historic preservation is also good business. Over the past several decades, a pattern of growing interest has been observed nationally in American history including lifestyles, housing, occupations, transportation, and day-to-day interaction of the people of that time. Of particular recent popularity is the middle and late Victorian period (1865-1901) and, in fact, the entire period until the end of the First World War. This has been seen in Southern California by a growing trend

to retail centers which recreate the architecture of this period as well as restoration and rehabilitation of period structures for retail and service uses.

There are several examples of this "adaptive re-use" of historic structures in La Mesa. A good example of this is the James Morrison House (c. 1910) at 8415 Grant Avenue, which has been successfully and sensitively rehabilitated into professional offices. Consumers and clients evidently feel comfortable in, and are attracted by, modern goods and services in a setting which captures the historic appearance, and character of the activities which occurred at that place in the past. There are basic values derived from an authentically preserved environment. This interest is not confined to local residents; many areas find that they develop tourist revenues from people who are interested in seeing the historic structures but also make purchases in the area.

Historic preservation also provides an opportunity to involve citizens in local planning by introducing an issue which is interesting and exciting. In the development of an historic district, for example, citizens who become involved may quickly find that they are eligible for special loans to improve their property or can gain tax advantages because they own an historic home. The opportunity to improve both their neighborhood and the potential value of their property should be appealing.

Historic preservation planning makes for a better community by stressing positive community attributes. By providing assurances that the special sense of place in the community will survive, citizens are given the basis to commit their own resources in the

community. The Historic Preservation Element invites citizens to help preserve and enhance those qualities of the community which may have helped to first attract them to La Mesa. The Historic Preservation Element is a positive step taken to benefit the entire community and will help to preserve the general health and welfare of all of the City.

Development of the Historic Preservation Program

As mentioned previously, citizen interest in historic preservation planning has been evident in La Mesa for many years. The most significant expression of this interest was the adoption of a Historic Preservation Element of the General Plan in 1984. The adoption of the Historic Preservation Element occurred after the collaboration of a City Council appointed Historic Preservation Citizens Advisory Committee, City staff, San Diego Association of Governments (SANDAG) staff and Dr. Raymond Brandes, a historic preservation expert from San Diego State University. The ten members of the citizens committee represented a broad range of interests and expertise within the community. The successful completion of the project was due in large part to their effort and enthusiasm.

Preparation of the Historic Preservation Element consisted of two major efforts. The first was the development of a comprehensive inventory of historic resources. The second was the development of a text containing the goals, policies, objectives and programs for guiding historic preservation efforts in La Mesa. The Historic Resources Inventory, included as Appendix "A", and this text make up the Historic Preservation Element of the General Plan.

Shortly after the adoption of the original Historic Preservation Element, the City Council adopted a new Historic Preservation Ordinance to implement the policies of the General Plan. The ordinance created a Historic Preservation Commission, which reviews proposals to alter resources listed in the Inventory. The ordinance also outlines criteria for designating local historic landmarks and for creating historic districts.

The following sections provide the background for the development of the City's Historic Preservation Element.



Historic Resources Inventory

The collection of data for the creation of an inventory was begun by Dr. Brandes in August of 1981. The inventory was prepared to identify all archaeological and paleontological sites, major historic sites, and structures built before 1941 which had not been substantially altered or become substantially deteriorated. Dr. Brandes then collaborated with the ten member citizen committee to finalize an inventory of the City's historic resources (see Appendix "A"). All structures and sites on the final list were then more fully researched to include the following:

1. Research at the County Assessor's and Recorder's offices to obtain legal descriptions and historic property and tax information.
2. Title searches to document the current and historic ownership, date of construction, etc.
3. Evaluation of Sanborn Fire Insurance Maps and other similar records to determine date of construction, original configuration of building, and construction materials.
4. Research of City directories for resident information by year.
5. Development of an architectural description for each structure.
6. Research using newspaper accounts, local histories, etc.
7. Preparation of a photograph record for each potential historic site.

8. Preparation of California Department of Parks and Recreation form number DPR 523 which includes a summary statement explaining the architectural and historical significance of each site, UTM (Universal Transverse Mercator Locational System) coordinates, ownership data, parcel number, construction date, architect/builder, property size, condition, and threats to the site.

One of the findings of Dr. Brandes' research was that there are no significant paleontological or prehistoric archaeological sites in the La Mesa planning area. As a result, the Historic Inventory is focused upon sites and structures representing the fairly recent settlement history of La Mesa.

Analysis based on the research led to development of the final list of 316 structures and 51 non-structural sites or public facilities. Since the major purpose of the inventory was to quantify and evaluate the total extent of the historic resources in La Mesa, it was necessary to rate the structures. The Committee and staff completed the ratings in August 1982 using the following criteria which were adopted by the Committee for this purpose.

Rating 1 - Structure is on the National Register of Historic Places.

Rating 2 - Structure is:

- Over 40 years old
- Representative of a recognized style or local vernacular style
- In excellent physical condition
- Almost entirely unmodified from original exterior appearance

- Original design features peculiar to style still in place

Rating 3 - Structure is:

- Over 40 years old
- Representative of a recognized style or local vernacular style
- In good physical condition, and/or:
- Structure has been modified from original exterior appearance but not greatly
- Some or most of the original design features are in place
- Structure could be easily restored to near its original exterior appearance

Note: Structures in this category were included in the inventory only if they represent a unique or scarce style.

Rating 4 - Structure is:

- Over 40 years old
- Representative of a recognized style or local vernacular style
- Below average condition or substantially modified from original exterior appearance
- Difficult to restore to original exterior appearance

Note: Structures in this category were included in the inventory only if they represent a unique or scarce style.

Rating 5 - Structure is:

- In poor physical condition, and/or:
- Major alterations from the original exterior appearance

Buildings receiving a rating of "5" were dropped from the Inventory, unless they later received an "H" rating (described below). The data for these sites was, however, retained in case their status changed through rehabilitation or other activity.

Historic Designation

After the structural rating was completed, the Committee requested that the La Mesa Historical Society apply historic ("H") designations to some addresses, sites and structures. The intention was to recognize sites with special local historical importance so that this would be a consideration when future Register nominations are made. The criteria employed in assigning the "H" designations were as follows:

Architectural History: As many structures as possible representing the diverse styles and variations of residential and commercial architecture, whether vernacular or:

- Works of identifiable artisans, master craftsmen, builders or architects important locally or with wider significance.
- Buildings with unique or early methods of construction.

Cultural History: Sites and structures important to the history of the community. These sites and structures might include those associated with early or continuing cultural events such as yearly festivals, parades or theater; or those associated with:

- Political figures and events

- Homes of mayors and others of political importance.
- Individuals important to the community such as pioneer families and pioneer developers.
- Educational, religious or ethnic groups.
- Famous people.
- Literary, music, drama.
- Theater and movie industry.

Developmental History: Surviving sites, routes, or structures important to the early settlement, economic origins, or technological development of the locale. This category might include evidences of the Spanish colonial or Mexican period, along with the following:

- Early agriculture or industry.
- Subdivision history.
- Railroad stations.
- Early banks.
- Business in the same location for 50 years; pioneer businesses.
- Water development; irrigation.

The Historic Resources Inventory adopted with the Historic Preservation Element in 1984 remained largely unchanged (with a small number of deletions and additions), until 1992. After extensive research and analysis, the Historic Preservation Commission recommended adoption of a three-tiered designation system for the Inventory. This consisted of : 1) the existing Historic Resources Inventory; 2) the Potential Landmark Listing; and 3) the Historic Landmark Register.

Within this hierarchy, 55 sites throughout the City were identified as superior examples of historic resources which the Historic Preservation Commission considered to be possible additions to the list of Historic Landmarks. This became the Listing of Potential Landmarks, which also included the 51 sites on the Historic Resources Inventory located in the Date Avenue Historic District (created with the adoption of the Downtown Village Specific Plan in 1990). The third tier in this system is the Register of Historic Landmarks consisting of all sites which have gone through the process of being officially designated as Historic Landmarks.

The Inventory contains a number of important structures, the oldest being the Alvin W. Gray House at 8045 Cullowee Street, constructed in approximately 1891. There are residences directly attributable to the late Victorian period such as the Eastlake style Porter House (c. 1897) at 4990 Porter Hill Road, as well as several others of mixed style built during the first decade of this century. Also in the inventory are a few Prairie structures of the style of architecture developed and popularized by Frank Lloyd Wright in the 1920's. The best example is the Rogers House (c. 1920) at 8407 Lemon Avenue near downtown. There are several distinctive California Stick style residences near the Mt. Helix area, and downtown La Mesa contains two distinctive Art Deco buildings. Most structures on the inventory represent one or another of the many variations of the California Bungalow style generally constructed from about 1910 until the start of World War II. This is not unexpected in

a residential community like La Mesa, but the City contains many examples of largely unmodified structures in excellent condition.

Several important architects have buildings still standing in La Mesa, including William Wheeler's, Erickson-Anderson Mortuary (1930) at 8390 Allison Avenue. The Central Congregational Church was built in two phases and represents the work of Emmor Brooke Weaver (1876-1968) who designed the chapel in 1911; and Louis Gill (1885-1969) who was responsible for the design of the addition in 1924. Mr. Weaver also designed the Grossmont Inn in 1909. Richard Requa (1881-1941) designed the Mt. Helix Nature Theater in 1925 and Theodore C. Kistner's (1874-1973) work is represented by the massive granite Grossmont High School structure of 1922. Another important Southern California architect, Frank W. Stevenson (1885-1945), designed the SDG&E Building at 8329 La Mesa Boulevard. Originally constructed for the San Diego Consolidated Gas and Electric Company, the structure was completed in 1925.



Figure 1

Historic Resources of La Mesa

-  Historic District
-  Historic Landmark



The Historic Resources Inventory provides the most comprehensive listing in terms of identifying the size, quality, and composition of local historic and cultural resources in the City. The Inventory, along with the Listing and the Register provide the Historic Preservation Commission and property owners with a valuable tool to most effectively achieve the goals and policies of the Historic Preservation Element. From time to time the Commission will re-evaluate the Inventory to determine if it should be modified or programs should be changed to more effectively implement the Historic Preservation Element.

Historic Preservation Ordinance & Commission

With the completion of the inventory and the adoption of the Historic Preservation Element, the City Council adopted the Historic Preservation Ordinance in 1985. This ordinance provided the legal authority for the City to implement the recommended programs of the Element.

One of the key features of the Historic Preservation Ordinance was the establishment of a Historic Preservation Commission to implement preservation plans and address future preservation issues. The Commission has authority to shape and influence the implementation of historic preservation policies. The Commission reviews research data to investigate potential historic landmarks in the community. The Commission also evaluates sites and districts according to

an adopted set of criteria in the Historic Preservation Ordinance. The Commission recommends those sites meriting official register designation to the City Council.

The Commission is charged with the responsibility for protection of designated historic sites and/or districts. The function requires a process of holding public hearings and reviewing plans in order to recommend appropriate action affecting the alteration, demolition, movement or disturbance of such historic sites and/or districts. The authority of the Commission is separate from the authority of other advisory bodies. The Commission is empowered to report directly to the City Council. This independence improves effectiveness, indicates community commitment to historic preservation, and it is a general prerequisite for receiving preservation funds. The Commission is also responsible for the activities outlined in the following sections.

Records Maintenance:

The Commission reviews and makes recommendations on proposed amendments to the Historic Resources Inventory, which identifies and classifies the sites and structures of historic, architectural and cultural significance in La Mesa. The current Inventory is the basis for nomination and submission of local sites to the Commission for the designation of local, state and national landmarks. However, the Commission may consider sites not currently in the Inventory as additions which could then receive a local Landmark designation.

The Commission also provides oversight of the Potential Landmark Listing which includes those structures from the Inventory which the Commission feels are significant enough to warrant Landmark designation and for which additional protection is warranted. All the structures in the Inventory within the Date Avenue Historic District established by the Downtown Specific Plan are included in this list.

And finally, the Commission makes recommendations concerning the La Mesa Register of Historic Landmarks. Sites and structures on this listing are subjected to greater restrictions on alterations and uses, but are also eligible for the broadest range of financial incentive programs designed to preserve the external appearance of the historic resource.

Historic Preservation Districts:

A spatial concentration of historic sites is generally required to justify a need for district zoning. The Commission can evaluate neighborhoods for their historic content and make recommendations to the City Council concerning possible designation as a historic district. Such des-



ignation serves to protect the district from changes which may diminish its historic nature. Designation could also convey special advantages in the form of tax incentives, rehabilitation loan eligibility, expanded public services, or permitted land uses.

City Permit Review:

The Commission is responsible for reviewing plans and providing guidelines to property owners who apply for permits for structures listed on the Inventory. This review process enables the Commission to make recommendations that may encourage owners to restore and repair these structures in a sensitive manner by maintaining the historic character of the property.

Policy Coordination:

The Commission has made recommendations on procedures that will allow fire, building, and other codes the flexibility necessary to encourage restoration and rehabilitation, and to guarantee that preservation considerations are addressed through the City's environmental review process. Actions affecting cultural resources require reference to, and comment by, the Historic Preservation Commission. The City has amended the tentative subdivision map, variance, building permit, grading permit, demolition permit, and all City discretionary and ministerial permits processes to provide the Commission with an adequate review period for structures or sites on the Inventory.

Rehabilitation Loan Review:

A component of the City's Housing Rehabilitation Loan Program is designed specifically for the rehabilitation of historic structures. These deferred or low-interest loan funds are made available to property owners whose structures are listed on the Inventory. These funds may be used only for improvements related to health and safety concerns rather than general improvements. The Commission is responsible for reviewing rehabilitation plans to assure that maintenance or preservation of the original exterior appearance is a product of the rehabilitation.

Historic Building Codes:

The State Historic Building Code has been adopted by the City. This code provides regulations to meet the intent of protecting the public from health and safety hazards, but retains enough flexibility to allow restoration of a historic feature while still preserving the integrity of the original architecture. Such repair or restoration is subject to approval by the Community Development Director and Building Department.

Historic Preservation Incentive Programs

Under the City's Historic Preservation Ordinance, Landmarks are subject to greater restrictions than those properties which are listed either on the Inventory or the Potential Landmark Listing. Any proposed alteration of a Landmark, or proposed alteration of a site on which a Landmark is located, requires the ap-



proval of a Certificate of Appropriateness from the Historic Preservation Commission. Without this Certificate, building or demolition permits will not be issued.

The following specific programs have been implemented to encourage property owners to designate their historical properties as Registered Historic Landmarks.

Adaptive Reuse

This allows Landmarks to be used for a variety of uses not currently permitted under a site's zoning. Upon approval of a Conditional Use Permit by the Planning Commission, low traffic volume, non-nuisance type commercial uses such as professional offices, specialty retail sales, bed and breakfast inns, specialized restaurants, or apartments may be established in a residentially zoned area.

Flexible Parking Standards

This program is used in conjunction with an adaptive reuse of a Landmark, allowing its conversion to a commercial use without having to meet

the strict parking requirements. The amount of required parking is determined through the discretionary Conditional Use Permit process.

This program may also waive the required parking for a Landmark dwelling unit when additional units are added to the property, as permitted by the Zoning Ordinance. A Special Permit is required for the parking reduction.

Density Bonus

This enables the Landmark to be used as a one-unit density bonus, thereby exempting the Landmark unit from being counted against the permitted density in multiple-unit residential zones or in a planned residential community.

Fee Waiver

This program permits the waiving of some or all of the applicable development fees for work done on a Landmark structure. Fees will be waived for work done on the Landmarked structure, but not for any additional building(s) to be



constructed on the property. Such fees include building permit fees, sewer connection fees, and development review application fees.

Historic Marker Program

Properties which have been designated as Local Historic Landmarks are encouraged to display identification plaques to help the community become more aware of the history of La Mesa and its historic resources. A standard wall plaque with the Historic Landmark designation has been approved by the City for this purpose.

Preservation Tax Incentives

The Commission will make recommendations to pursue the use of tax incentives as an implementation measure for historic preservation. Both federal and state government have made tax incentives available in an attempt to foster preservation.

The Mills Act is State legislation allowing for a reduction of property taxes for Landmark properties. By entering into a preservation agreement with the City (usually for a specified 10-year time period which is automatically renewed) the property owner can realize a substantial reduction in property taxes. Mills Act contracts are binding on all successive owners of the property, subject to the provisions as stated in the contract.

The property tax reduction is achieved by an adjustment in the assessed value of the property. The valuation is assessed according to the "income" method described in the Revenue and Tax Code Section 439.21. Generally, the income or projected income (or for owner occupied structures, the comparable rent

for a similar property in the area), less certain expenses, is divided by a capitalization rate to determine the assessed value of a property.

The assessed value of the property is recalculated each year to reflect changes in income, expenses, interest rate and amortization. Over the life of the contract, the tax savings will increase as the market value assessment increases. In a case where the property has increased in value and sold, the Mills Act valuation will remain in effect, regardless of the purchase price, thereby greatly increasing the tax savings for the new owner.

The 1986 Tax Reform Act is a federal income tax credit for income producing properties that are eligible for the National Register of Historic Places. This incentive provides for a 20% tax credit on rehabilitation expenses, however, these expenses must exceed the building valuation (excluding the lot) to qualify. The plans must be reviewed and approved by the State Office of Historic Preservation and the National Parks Service.

Other Implementation Programs

There are a number of techniques for the management and preservation of cultural and historic resources that the Commission may wish to employ. Some of these techniques and programs are most appropriate as tools for developing and maintaining historic districts; others can be applied to resources throughout the City and as education programs.

Information to Assist in Contractor Selection

The Commission may make available to the public a pamphlet or brochure which contains criteria to aid in the selection of a building contractor, architect, or designer to perform historic rehabilitation work.

Federal and State Grants-in-Aid

The Commission may request that the City Council pursue governmental grants-in-aid for acquisition, restoration or research purposes. This may be accomplished in partnership with local, not-for-profit, groups.

Nonprofit Corporations

The Commission may form a not-for-profit corporation to accomplish specific preservation projects. A corporation with the proper tax designation (IRS 501(c)(3)) may accept facade easement dedication, acquire property as gifts, implement restoration projects, raise funds for restoration through donations, and op-



erate fund raising projects. The Commission may also operate in partnership with an existing properly designated organization to accomplish these same ends.

Pursue Private Funding Sources

The same concept as Federal and State Grants-in-Aid, except researching private foundations and trusts as sources of funding.

Acquire Endangered Resources

While the Commission should not own property, it can arrange for the acquisition of property on behalf of the City through a partner corporation, either through purchase or as a donation.

Develop Education Programs

The Commission may choose to see that educational programs are pursued in order to kindle public interest in historic preservation and local history. Examples could include:

- A local walking, driving and/or bicycling tour pamphlet which gives locations of sites and structures along with a brief history.

- A scripted slide show to be placed on loan through a local group and/or the public library for use by schools and other interested organizations.

Develop a Comprehensive Brochure

An overall comprehensive brochure outlining key elements of the Historic Preservation Element should be developed and periodically updated as an educational tool available to the general public. It should include a brief description of the background of the Historic Preservation Program, the programs available for properties listed on the Historic Resources Inventory, and the incentives programs available for Landmark properties. In addition, a concise description should be included which outlines the process necessary to achieve designation as a Historic Landmark.

Develop a New Loan Program for Historic Landmarks

The Commission may continue to study and develop a detailed loan program for Historic Landmarks for consideration by the City Council. This low-interest loan program would be created from property tax revenues that the City receives from the properties listed on the Inventory. These moneys would be used to provide low-interest loans to owners of Landmark properties for maintenance related improvements.



Historic Preservation Policies

1. The City will foster community pride through identification and improvement of historic sites, buildings, and districts.
2. The City will seek to further the recognition by La Mesans that districts, sites, buildings, structures and other objects of historic importance will increase in both fiscal and community value.
3. The City will promote public exposure to La Mesa's history by encouraging the use of historic and cultural sites and districts for both educational and practical purposes.
4. The City will preserve the historic and cultural contributions of individuals, groups, and organizations to the history of La Mesa.
5. The City will seek to interest visitors and tourists in La Mesa by providing opportunities to perceive the character, structures and activities of our past.
6. The City will include plans for the preservation of historic and cultural sites and structures in La Mesa's development review process.

Historic Preservation Objectives

1. Maintain an updated historic preservation brochure or newsletter which describes La Mesa's historic resources, policies and programs.

Implementation Programs

This section provides a brief summary of the various programs described in this Element provided to implement a comprehensive historic preservation program for La Mesa. These provide for the implementation of La Mesa's historic preservation policies through regulations, educational programs and financial incentives designed to effectively preserve the City's historic resources.

Historic Preservation Ordinance

The foundation of the City of La Mesa's efforts in historic preservation is the inventory of sites and structures deemed significant to La Mesa. As outlined earlier in this element, the Historic Resources Inventory was initially compiled in the early 1980's and is reviewed and updated as necessary by the Historic Preservation Commission and City Council. The Inventory rates the historic importance of these structures based on age, style, condition, and appearance. Implementation of the policies in the His-

toric Preservation Element is through the Historic Preservation Ordinance by the Historic Preservation Commission and the City Council.

Any exterior modifications to structures listed on the Inventory are subject to review by the Historic Preservation Commission. The Commission formally issues their recommendations in a Certification of Action; however, these recommendations are advisory only. The Commission review typically occurs within the normal building plan check process.

The Potential Landmark Listing is an intermediate classification between the Inventory and Landmark status. The Potential Landmark Listing includes approximately 60 structures from the Inventory which the Commission felt were significant enough to warrant Landmark designation. In addition, all the structures within the Date Avenue Historic District are included in this list. The review process for any exterior modifications to the structure would be similar to the review described above for properties listed on the Inventory. However, an additional review would be required if the property was proposed to be demolished. This review provides additional protection for these resources.

The La Mesa Register of Historic Landmarks contains the current listing of structures and sites which are designated as Local Historic Landmarks. To qualify for recommendation as a Historic Landmark, specific historical criteria must be met. A structure should be characteristic of a distinctive style, period, or method of construction; be identified with a person

of historical significance; represent the work of a notable architect or builder; or embody elements of outstanding attention to detail and craftsmanship.

The property owner must request designation as a Landmark, and must submit a historic background of the structure, including sketches and photographs. The Historic Preservation Commission will then review the application, and if approved, will submit a written recommendation to the City Council. At a public hearing, the City Council will consider the designation of the structure as a Historic Landmark.

Properties which are designated as Landmarks are subject to greater restrictions than those listed on either the Inventory or Potential Landmark listing. Any proposed exterior alteration of a Landmark, or proposed alteration of a site on which a Landmark is located, requires approval of a Certificate of Appropriateness from the Historic Preservation Commission. Without this Certificate, building permits will not be issued.

Incentive Programs

As outlined in greater detail previously, the following specific programs have been implemented to encourage property owners to designate their historical properties as Registered Historic Landmarks:

- Adaptive Reuse
- Flexible Parking Standards
- Density Bonus
- Fee Waiver
- Historic Marker Program
- Preservation Tax Incentives

- The Mills Act
- 1986 Tax Reform Act

Complementary Programs for Plan Implementation

In addition to the incentives offered by the City's Historic Preservation Ordinance, the following techniques for the management and preservation of cultural and historic resources may be considered by the City and the Historic Preservation Commission.

- Materials to Aid in Contractor Selection
- Pursue Federal and State Grants-in-Aid
- Form a Nonprofit Corporation for Preservation Projects
- Pursue Private Funding Sources
- Acquire Endangered Resources
- Develop Education Programs
- Develop a Comprehensive Brochure
- Develop a New Loan Program for Historic Landmarks

Appendix "A" - La Mesa Historic Resources

This appendix to the La Mesa General Plan Historic Preservation Element includes three sections which together comprise the listing of historically significant structures and places in La Mesa. The three sections include the Historic Resources Inventory, the Potential Landmark Listing, and the Register of Historic Landmarks. The significance of each of these sections is described in detail in the text of the Element.

Historic Resources Inventory

ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION
4523 Acacia Avenue	Arnold House	1926
4543-47 Acacia Avenue	Warnke House	1925
4554 Acacia Avenue	Olaf Lingren House	1911
4558 Acacia Avenue	Lingren-Farrell House	1929
4566 Acacia Avenue	Mary Frew House	1928
4572 Acacia Avenue	Tebbetts House	1939
4576 Acacia Avenue	Staples-Orcutt House	1910
4583 Acacia Avenue	Knudtson-Powell House	1929
4590 Acacia Avenue	Martin Knudtson House	1910
6750 Alamo Way	Grandad Jensen's House	1930
8200 Allison Avenue	Old Chamber of Commerce Bldg.	1932
8262 Allison Avenue	First Church of Christ Scientist, L.M	1938
8318 Allison Avenue	Bowers House	1925
8330 Allison Avenue	Goold House	1909
8368 Allison Avenue	Simcoe House	1912
8390 Allison Avenue	Erickson Anderson Mortuary	1930
8853 Alpine Avenue	Lewis A. Jaimeson House	1936
8949 Alpine Avenue	Hutchison Home	1940
4538 Alta Lane	William Sperry House	1922
9439 Alto Drive	Pennington House	1938
5422 Arizona Avenue	Strong Rental House	1907
4871 Bancroft Drive	H.M. Lyons House	1934
5235 Bancroft Drive	Russell House	1927
4797 Beaumont Drive	Harvey Church House	1936
4829 Beaumont Drive	Gould House	1933
4830 Beaumont Drive	Darcy House	1933
4846 Beaumont Drive	Frank Saunders House	1935
4860 Beaumont Drive	Howell-Millsberg House	1933
4940 Beaumont Drive	Virtue's Sky Harbor	1933
4172 Black Mountain Road	Hamlin House	1937
4210 Black Mountain Road	Hamlin Adobe	1939

ADDRESS		HISTORIC NAME	DATE OF CONSTRUCTION
4704	Boulder Place	Harding-Gill House	1929
4748	Boulder Place	Dewey Thompson House	1936
8532	Boulder Drive	Guy Williams House	1932
8903	Bowling Green Drive	Olds Garage	1935
8909	Bowling Green Drive	Hugh Olds House	1935
4901	Colina Drive	Charlotte King House	1926
8150	Commercial Street	House of Canadian Relations	1915
3842	Costa Bella Drive	Clovelly	1915
3850-54	Costa Bella Drive	Costa Bella	1913
8045	Culowee Street	Alvin W. Gray House	1891
4837	Cypress Street	Ladimir Mashin House	1916
4852	Cypress Street	Edwards Family Home	1926
4864	Cypress Street	Carl Hays Home	1925
4884	Cypress Street	James Chase House	1941
4344	Date Avenue	Sherman Grable House	1910
4359	Date Avenue	Grable Carriage House	1910
4517	Date Avenue	LaMarcus Thompson Home	1910
4530	Date Avenue	Austin H. Clements House	1908
4531	Date Avenue	Clough House	1920
4535	Date Avenue	Letta J. Hall Home	1907
4543	Date Avenue	Judge Prescott House	1910
4544	Date Avenue	Dr. Charles Samson Home	1911
4550	Date Avenue	Elizabeth Clements House	1910
4554-56	Date Avenue	James R. Paxton Home	1909
456	Date Avenue	Partidge Home	1912
4565	Date Avenue	Eleanor Partidge Home	1911
4572	Date Avenue	Lazarus House	1924
4585-87	Date Avenue	Elizabeth Jobs House	1925
4603	Date Avenue	Olivia Wentz Home	1910
4604	Date Avenue	Charles Clarence Park Home	1907
4608	Date Avenue	Minnie Chase Home	1922
4609	Date Avenue	John M. Barber Home	1925
4614-16	Date Avenue	Rosboro House	1910
4626-28	Date Avenue	B.H. Williams Home	1909
4630	Date Avenue	Ernest Luff Home	1910
4640	Date Avenue	Gertrude Park Updyke Home	1913
4651	Date Avenue	Rosabrock House	1913
4652-54	Date Avenue	Henry Hall Home	1912
4657	Date Avenue	Lucy Beebe Home	1909
4658	Date Avenue	Robert S. Hall Home	1912
4661-63	Date Avenue	William Oakes Home	1911
4664	Date Avenue	Marker Apartments	1908

ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION
4675 Date Avenue	C.C. Park Home	1922
4679 Date Avenue	Rube Levy Home	1922
4685 Date Avenue	D. Frank Park Home	1921
4731 Date Avenue	La Mesa Masonic Hall	1930
9125 Dillon Drive	Jensen House	1935
9151 Dillon Drive	Dillon House	1935
8602 Echo Drive	George Brown House	1898
7710 El Cajon Blvd.	St. Martin's Catholic Church	1921
7893 El Cajon Blvd.	Dexter House	1912
7910 El Capitan Drive	Fouchy House	1932
7927 El Capitan Drive	Burnette House	1926
9499 El Granito Avenue	Owen Wister House	1910
9519 El Granito Avenue	Retsloff House	1929
9633 El Granito Avenue	William Gross House	1910
9951 El Granito Avenue	Madame Ernestine Schumann-Heink House	1913
9772 Evans Place	Grossmont Cottages	1909
8025 Fairview Avenue	Nicks House	1931
8169 Fairview Avenue	Eli A.D. Reynolds Home	1909
8201 Finley Avenue	Scott King House	1927
8219 Finley Avenue	Fred Hirschy Home	1927
8327 Finley (4596 Palm)	Messenger Houses	1929
8393 Finley Avenue	Winslow Home	1908
9119 Fletcher Drive	Scott House	1936
9129 Fletcher Drive	Frank Wheeler House	1931
9130 Fletcher Drive	Johnson-Kirk House	1935
9140 Fletcher Drive	Henderson-Dobranski House	1937
9279 Fletcher Drive	Malcolm House	1938
8407 Fresno Avenue	Orrin Osborn Home	1922
8548 Fresno Avenue	Elliot House	1914
4540 Garfield Street	Jenkins House	1929
8415 Grant Street	James Morrison House	1910
7944 Grape Street	Bailey House	1895
9840 Grosalia Avenue	Davis House	1927
4725 Hillcrest Avenue	Wade Garfield House	1918
8406 Hillcrest Avenue	Chester Haritt Home	1935
7653 Homewood Place	Ella Moore House	1913
7255 Juliette Place	William Gilcher Home	1894
9150-56 Johnson Drive	Annibo Cappelo Home	1944
9447 La Cuesta Drive	Feeney House	1936
9485 La Cuesta Drive	Carmichael House	1927
8201-09 La Mesa Boulevard	Volk Building	1928
8211-19 La Mesa Boulevard	Grable Building	1928

ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION
8321-23 La Mesa Boulevard	Cannon Hardward	1926
8241-49 La Mesa Boulevard	La Mesa Store	1894
8295 La Mesa Boulevard	Heller Building	1930
8301 La Mesa Boulevard	La Mesa Drug Store	1921
8302 La Mesa Boulevard	Bank of So. Cal. Building	1927
8324 La Mesa Boulevard	La Mesa Shoe Store	1928
8326 La Mesa Boulevard	Maxwell Furniture Store	1923
8329 La Mesa Boulevard	San Diego Gas & Electric Bldg.	1925
8333 La Mesa Boulevard	Farrell's Jewelry Store	1928
8391-95 La Mesa Boulevard	United States Post Office Bldg.	1939
8411 La Mesa Boulevard	Clements House - "ASEMEL"	1922
8437-39 La Mesa Boulevard	McDaniel Court	1938
8501-15 La Mesa Boulevard	Harry McKee Building	1928
8585 La Mesa Boulevard	Little Flower Haven & Chapel	1939
7321 La Mesita Place	C. Marvin Follin House	1915
7326 La Mesita Place	George Holmes House	1926
7331 La Mesita Place	Roy Read Home	1915
7341 La Mesita Place	Crowley Home	1910
7360 La Mesita Place	Estal Bourne Home	1928
7394 La Mesita Place	Mary Read Home	1938
4840 Lee Avenue	John Mann House	1914
4870 Lee Avenue	C.W. Anderson House	1923
7943 Lemon Circle	Packard House	1929
8021 Lemon Circle	Sperber-Zochert House	1911
8069 Lemon Avenue	Harry Park House	1911
8071-75 Lemon Avenue	Edward Miller House	1909
8074 Lemon Avenue	A.F. Burdick House	1931
8089 Lemon Avenue	Crippen House	1930
8360 Lemon Avenue	Central Congregational Church	1911
8351-63 Lemon Avenue	Ivy Court	1926
8370 Lemon Avenue	Jenkins-Pearce House	1911
8376 Lemon Avenue	Edward Upp House	1911
8407 Lemon Avenue	John Scott House	1920
8414 Lemon Avenue	Brierley House	1910
8431 Lemon Avenue	Boisen House	1910
8443 Lemon Avenue	Maxwell-Hancock House	1909
8447 Lemon Avenue	Johnson-Howard	1909
8449-51 Lemon Avenue	David Johnson House	1909
8463 Lemon Avenue	Sidney Holland House	1910
8465 Lemon Avenue	Alfred Cook House	1921
8502 Lemon Avenue	Margaret Stout House	1913
8560 Lemon Avenue	Joe Flax House	1929

ADDRESS		HISTORIC NAME	DATE OF CONSTRUCTION
9298	Lemon Avenue	Hurley House	1931
9339	Lemon Avenue	Simard House	1938
9400	Lemon Avenue	A. Bergman Crawford Home	1937
	MacArthur Park	Porter Hall	1928
9045	Madison Avenue	David Jeter Home	1937
9050	Madison Avenue	Bruington-Culley House	1935
9105	Madison Avenue	J. Chris Dahl House	1935
8751	Mariposa Street	Grus House	1900
8900	Mariposa Street	Villa Zee-Zaw	1931
9050	Memory Lane	Bancroft Ranch House	1863
4171	Merritt Boulevard	Prather House	1927
4330	Merritt Boulevard	Ronning House	1930
4420	Merritt Boulevard	Clifford Sawyer Home	1929
9320	Mesa Vista	Everts House	1929
4955	Mills Street	Arthur Young Home	1910
4680	Mission Bell Lane	Stewart Home	1935
4767	Mission Bell Lane	Eugene Hyatt Home	1935
1100	Murray Drive	Grossmont High School	1922
4518	Nebo Drive	William Caldwell House	1913
4536	Nebo Drive	Ellen Smith House	1913
4576	Nebo Drive	William Murphy House	1923
4584	Nebo Drive	Brotherton House	1927
4634	Nebo Drive	Hull-Devoe House	1909
4646	Nebo Drive	Roehr House	1911
4652	Nebo Drive	Cook House	1923
4695	Nebo Drive	La Mesa Depot	1894
7735	Normal Avenue	Barker-Havens House	1924
7771	Normal Avenue	McClure House	1940
7985	Normal Avenue	Robinson House	1913
8111	Orange Avenue	First Baptist Church	1912
8240	Orchard Avenue	Bartlett Webster House	1917
8258	Orchard Avenue	Winfield Rees Home	1926
8302	Orchard Avenue	Solon H. Clough House	1908
4401	Palm Avenue	Spring House/Collier Park	1912
4532	Palm Avenue	Nathan Cross Home	1929
4535-51	Palm Avenue	Ardens Bungalows	1929
4572	Palm Avenue	Robertson Home	1910
4573	Palm Avenue	Kitzman House	1928
4580	Palm Avenue	Frank Krause Home	1914
4582	Palm Avenue	Krause Home	1910
4605	Palm Avenue	Dr. Gilbert Larabee House	1932
4627-31	Palm Avenue	Shipsey House	1910

ADDRESS		HISTORIC NAME	DATE OF CONSTRUCTION
4661	Palm Avenue	Edith Ball Home	1910
4669	Palm Avenue	Leonard J. Reader Home	1910
4690	Palm Avenue	Methodist-Episcopal Church	1921
4710	Palm Avenue	Old Safeway Store	1941
4757	Palm Avenue	First National Trust & Savings Bank Building	1941
4765-67	Palm Avenue	Piggly Wiggly Store	1941
4827	Palm Avenue	Frederick Powell Home	1914
4834-38	Palm Avenue	McClelland House	1909
4837	Palm Avenue	William Meredith Home	1930
4847	Palm Avenue	David Hull Home	1909
4854	Palm Avenue	Mary Gibson House	1908
4868-70	Palm Avenue	Palm Cottage	1910
4874-76	Palm Avenue	Walter S. Moore House	1909
4296	Panorama Drive	Cunnigham House	1910
4585	Panorama Drive	Jesse Brown Home	1922
4312	Parks Avenue	Matt Farran House	1924
4439	Parks Avenue	Beretta Ranch House	1921
8085	Pasadena Avenue	Mary S. Hodgson Home	1914
8111	Pasadena Avenue	Mill House	1912
8255	Pasadena Avenue	Crockett House	1928
4030	Payson Road	William Wood Home	1936
6036	Poppy Street	Couts House	1909
4990	Porter Hill Road	"Ping An Shan"	1897
8049	Prospect Way	Grace Dall House	1938
7875	Quince Street	Wiley-Ross House	1913
4979-89	Randlett Drive	H. Leroy Edwards Home	1912
4829	Schuyler Avenue	Watkins Home	1930
4834	Schuyler Avenue	Clyde Hill Home	1911
4837	Schuyler Avenue	Evans House	1911
4840	Schuyler Avenue	Lester Graham House	1911
4845	Schuyler Avenue	McKee House	1928
7858	Seneca Place	Shoemaker House	1920
9410	Sierra Vista	John Vance Cheney House	1913
9419	Sierra Vista	Horace Upp House	1936
9856	Sierra Vista	Arthur Morris House	1925
4563	Spring Street	Baker House	1921
9623	Summit Circle	Carrie Jacobs Bond Home	1916
9737	Summit Circle	Gjertsen House	1912
7747	Sunset Drive	Howard Johnson House	1922
7771	Sunset Drive	Edward Clay House	1926
4530	Troy Lane	Joseph O'Brien Home	1931

ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION
8369 University Avenue	Rev. Henry A. McKinney House	1908
9390 Urban Drive	Miles House	1909
5310 Valle Vista	Marie Guy House	1917
9217 Virginian Lane	Foutz House	1930
8001 Vista Drive	Howard Worth House	1913
8068 Vista Drive	Cunningham House	1928
8069 Vista Drive	Orien W. Todd House	1911
8230-32 Vista Drive	Carlsen Home	1925
8287 Vista Drive	Burnside Home	1930
7284 West Point Avenue	Martin House	1895
9150 Wister Drive	Hare House	1939
9335 Wister Drive	Sissons House	1928
4572 3rd Street	Ross Thiele Home	1916
4576 3rd Street	Annie Macquaire Self Home	1915
4599 3rd Street	Homer Hurlburt Home	1927
4612 3rd Street	McGraw House	1911
4628 3rd Street	John Stavely Home	1914
4629 3rd Street	Edgerly House	1910
4643 3rd Street	Clara McCrea House	1910
4646 3rd Street	Corinne Bengston House	1935
4652 3rd Street	John Bengston House	1923
4662 3rd Street	Carroll Smith Home	1921
4670 3rd Street	Grogan House	1920
4678 3rd Street	Washburne House	1912
4685 3rd Street	Ronald Crawford Home	1930
4457 4th Street	Jack Mercer House	1920
4555 4th Street	Livett-Schultz House	1930
4559 4th Street	Bruchmann House	1930
4569 4th Street	Asa Skinner House	1909
4657 4th Street	Frank Oliver House	1908
4664 4th Street	Tozer House	1924
4676 4th Street	Lamoureaux House	1926
4677 4th Street	McGuire House	1909
4705 4th Street	Bertha Smith House	1924
4725-29 4th Street	Sheldon Duplex	1923

NON-STRUCTURAL SITES

4500 Blk. of Alta Lane	Alta Lane Retaining Walls	1910 est.
Cor. of Aztec and Morocco	Aztec Park	1975
4880 Beaumont Drive	Beaumont Dr. Railroad Tracks	1960's est.
9000 Blk. of Wakarusa	Briercrest Park	1909

ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION
No longer existing	Evergreen Park Cemetary	1914
4401 Palm Avenue	Collier Park	1912
8000 Blk. of Culowee Street	Eucalyptus Trees	-
7100 Blk. of Stanford	Eucalyptus Grove	-
5700-9400 Water Street	Eucalyptus Pass	1900
9636 Plimpton Road	Grossmont Park Marker	1905
Near Water Street & Amaya Dr.	Murray Hills Reservoir	1911
9615 Summit Circle Drive	Grossmont Summit	1910
Off Lemon Ave. in Helix Est.	Helix Lake	1927
Near Helix Lake Helix Reservoir #1		1957
Near top of Mt. Helix	Helix Reservoir #2	1946
Next to La Mesa Jr. High Sch.	Highwood Park	-
8169 Fairview Avenue	Horse Ring	-
8000 Blk. Lemon Avenue	Horse Ring & Curbings	1910
4646 Nebo Drive	Horse Ring	-
8273, 8263, 8221-23 Vista Way	Horse Rings	-
Jackson & Laird Sts.	Jackson Park	1959
7256 West Point La Mesa Caves		1900
Fletcher Pkwy. @ Dallas	La Mesita Park	1976
8000 Blk. Lemon Avenue	Lemon Avenue Walls	1910
8400 Blk. Lemon Avenue	Lemon Avenue Walls	1910
8440 University Avenue	MacArthur Park	1939
8094 El Capitan & 4920 Baltimore Drive	Morningside Wall	1920
Mt. Helix Drive Mt. Helix Cross and Nature Theate		1925r
4506-24 Nebo Street	Nebo Street Walls	1910
Severin Drive @ Amaya	Northmont Park	1969
4577-4675 Date Avenue	Palm Trees	-
4500-4670 Nebo Drive	Palm Trees	-
8425 University Avenue	Porter Park	1935
Mt. Nebo Prospect Park		1912
Bet. 8153 & 8147 Fairview Ave. down to 8133 Pasadena Ave. & from 8050 Fairview to 8050 Lemon (paths J & K), & 8100 Pasadena to same on Vista Dr. (path L), and southerly from Vista Dr. in Monte Vista Tract (path N)	Public Stairway	1912
Summit Dr. (path A) to Sheldon Dr. (path B) to Windsor Dr. path C) to Valle Dr. and to	Public Stairway	1912

<u>ADDRESS</u>	<u>HISTORIC NAME</u>	<u>DATE OF CONSTRUCTION</u>
Beverly Dr. (paths D & E)		
4300 Yale St. @ 7300 Stanford	Public Stairway	1930
4634 Nebo Street	Redwood Trees	1930
Alamo Way @ Vigo	Rolando Park	1953
Beverly Drive Street Lamps		1910
5540 Lake Park Way	Sunset Park	1964
70th. & Tower Streets	Sunshine Park	1978
King & Hoffman Sts.	Vista La Mesa Park	1977

POTENTIAL LANDMARK LISTING

ADDRESS		HISTORIC NAME	DATE OF CONSTRUCTION
8200	Allison Avenue	Old Chamber of Commerce Bldg.	1932
8318	Allison Avenue	Bowers House	1925
8330	Allison Avenue	Goold House	1909
8390	Allison Avenue	Erickson Anderson Mortuary	1930
4731	Date Avenue	La Mesa Masonic Hall	1930
8602	Echo Drive	George Brown House	1898
7893	El Cajon Blvd.	Dexter House	1912
7910	El Capitan Drive	Fouchy House	1932
7927	El Capitan Drive	Burnette House	1926
8169	Fairview Avenue	Eli A.D. Reynolds Home	1909
8393	Finley Avenue	Winslow Home	1908
4540	Garfield Street	Jenkins House	1929
4725	Hillcrest Avenue	Wade Garfield House	1918
8406	Hillcrest Avenue	Chester Haritt Home	1935
7255	Juliette Place	William Gilcher Home	1894
8201-09	La Mesa Boulevard	Volk Building	1928
8241-49	La Mesa Boulevard	La Mesa Store	1894
8301	La Mesa Boulevard	La Mesa Drug Store	1921
8302	La Mesa Boulevard	Bank of So. Cal. Building	1927
8329	La Mesa Boulevard	San Diego Gas & Electric Bldg.	1925
8333	La Mesa Boulevard	Farrell's Jewelry Store	1928
8391-95	La Mesa Boulevard	United States Post Office Bldg.	1939
8411	La Mesa Boulevard	Clements House - "ASEMEL"	1922
8437-39	La Mesa Boulevard	McDaniel Court	1938
8501-15	La Mesa Boulevard	Harry McKee Building	1928
8585	La Mesa Boulevard	Little Flower Haven & Chapel	1939
4840	Lee Avenue	John Mann House	1914
4870	Lee Avenue	C.W. Anderson House	1923
7943	Lemon Circle	Packard House	1929
8360	Lemon Avenue	Central Congregational Church	1911
8407	Lemon Avenue	John Scott House	1920
8431	Lemon Avenue	Boisen House	1910
8443	Lemon Avenue	Maxwell-Hancock House	1909
8463	Lemon Avenue	Sidney Holland House	1910
9339	Lemon Avenue	Simard House	1938
	MacArthur Park	Porter Hall	1928
8751	Mariposa Street	Grus House	1900
8900	Mariposa Street	Villa Zee-Zaw	1931
4420	Merritt Boulevard	Clifford Sawyer Home	1929
8111	Orange Avenue	First Baptist Church	1912
8302	Orchard Avenue	Solon H. Clough House	1908

ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION
4572 Palm Avenue	Robertson Home	1910
4661 Palm Avenue	Edith Ball Home	1910
4690 Palm Avenue	Methodist-Episcopal Church	1921
4710 Palm Avenue	Old Safeway Store	1941
4757 Palm Avenue	First National Trust & Savings Bank Building	1941
4765-67 Palm Avenue	Piggly Wiggly Store	1941
4874-76 Palm Avenue	Walter S. Moore House	1909
8085 Pasadena Avenue	Mary S. Hodgson Home	1914
4990 Porter Hill Road	"Ping An Shan"	1897
4979-89 Randlett Drive	H. Leroy Edwards Home	1912
8001 Vista Drive	Howard Worth House	1913
8068 Vista Drive	Cunningham House	1928
7284 West Point Avenue	Martin House	1895
4678 3rd Street	Washburne House	1912

DATE AVENUE HISTORIC DISTRICT

4523 Acacia Avenue	Arnold House	1926
4543-47 Acacia Avenue	Warnke House	1925
4554 Acacia Avenue	Olaf Lingren House	1911
4558 Acacia Avenue	Lingren-Farrell House	1929
4566 Acacia Avenue	Mary Frew House	1928
4572 Acacia Avenue	Tebbetts House	1939
4576 Acacia Avenue	Staples-Orcutt House	1910
4583 Acacia Avenue	Knudtson-Powell House	1929
4590 Acacia Avenue	Martin Knudtson House	1910
4344 Date Avenue	Sherman Grable House	1910
4517 Date Avenue	LaMarcus Thompson Home	1910
4530 Date Avenue	Austin H. Clements House	1908
4531 Date Avenue	Clough House	1920
4535 Date Avenue	Letta J. Hall Home	1907
4543 Date Avenue	Judge Prescott House	1910
4544 Date Avenue	Dr. Charles Samson Home	1911
4550 Date Avenue	Elizabeth Clements House	1910
4554-56 Date Avenue	James R. Paxton Home	1909
4561 Date Avenue	Partidge Home	1912
4565 Date Avenue	Eleanor Partidge Home	1911
4572 Date Avenue	Lazarus House	1924
4585-87 Date Avenue	Elizabeth Jobs House	1925
4603 Date Avenue	Olivia Wentz Home	1910
4604 Date Avenue	Charles Clarence Park Home	1907

ADDRESS		HISTORIC NAME	DATE OF CONSTRUCTION
4608	Date Avenue	Minnie Chase Home	1922
4609	Date Avenue	John M. Barber Home	1925
4614-16	Date Avenue	Rosboro House	1910
4626-28	Date Avenue	B.H. Williams Home	1909
4630	Date Avenue	Ernest Luff Home	1910
4640	Date Avenue	Gertrude Park Updyke Home	1913
4651	Date Avenue	Rosabrock House	1913
4652-54	Date Avenue	Henry Hall Home	1912
4657	Date Avenue	Lucy Beebe Home	1909
4658	Date Avenue	Robert S. Hall Home	1912
4661-63	Date Avenue	William Oakes Home	1911
4664	Date Avenue	Marker Apartments	1908
4675	Date Avenue	C.C. Park Home	1922
4679	Date Avenue	Rube Levy Home	1922
4685	Date Avenue	D. Frank Park Home	1921
8201	Finley Avenue	Scott King House	1927
8219	Finley Avenue	Fred Hirschy Home	1927
4518	Nebo Drive	William Caldwell House	1913
4536	Nebo Drive	Ellen Smith House	1913
4576	Nebo Drive	William Murphy House	1923
4584	Nebo Drive	Brotherton House	1927
4634	Nebo Drive	Hull-Devoe House	1909
4646	Nebo Drive	Roehr House	1911
4652	Nebo Drive	Cook House	1923
8255	Pasadena Avenue	Crockett House	1928
8230-32	Vista Drive	Carlsen Home	1925
8287	Vista Drive	Burnside Home	1930

REGISTER OF HISTORIC LANDMARKS

#	ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION
1	8369 University Avenue	Rev. Henry A. McKinney House	1908
2	4344 Date Avenue	Sherman Grable House	1910
3	4401 Palm Avenue	Spring House/Collier Park	1912
4	8069 Lemon Avenue	Harry Park House	1911
5	4871 Bancroft Drive	H.M. Lyons House	1934
6	4695 Nebo Drive	La Mesa Depot	1894
7	9390 Urban Drive	Lucius C. Miles House	1909
8	8045 Culowee Street	Alvin W. Gray House	1891
9	4657 4th Street	Frank Oliver House	1908
10	8415 Grant Street	James Morrison House	1910
11	8069 Vista Drive	The Todd House	1911
12	4554 Acacia Ave	Reynolds/Lingen House	1911

City of La Mesa

General Plan

Noise Element



La Mesa General Plan

Noise Element

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Noise Element

La Mesa - 2010

A city that is a quiet and safe place to live, work, play or go to school.

A city which recognizes the value of its natural assets and has taken steps to conserve the quality and quantity of its air, water, land and biological resources.

Introduction

The purpose of the Noise Element is to identify and appraise existing noise problems in the community and to provide guidance the City to avoid noise problems in the future. Accomplishing this goal requires an evaluation of existing and projected noise sources in the community. Noise contours of major noise sources have been prepared to assist in setting policies for the proper distribution of land uses and establishment of development standards.

The State of California recognizes the relationship between noise and noise-sensitive land uses, and emphasizes the need to control noise at the local level through land use regulation. A Noise Element, as well as other general plan policies and implementing ordinances (zoning codes, noise ordinances, etc.), are effective tools in noise reduction and mitigation which will improve the overall quality of life for the citizens of La Mesa.

State guidelines for a Noise Element are required to analyze noise levels from the following sources:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including but not limited to, railroad classification yards; and
- Other ground sources identified by local agencies as contributing to the community noise environment.

In 1988 a consulting firm was retained by the City to assist in the preparation of background information necessary for the formulation of goals and policies for the Noise Element. The primary finding about La Mesa's noise environment is that street and highway traffic is, and will continue to be, the major source of intrusive noise in the City. Residential neighborhoods throughout the City are impacted by traffic noise.

The noise study also found that the trolley represents another notable source of noise in La Mesa, but its intermittent schedule means it has less of an impact than traffic noise on major streets. Noise generated by industrial areas and noise related to aircraft operations are not significant sources of noise in the City.

This Element quantifies the community noise environment of the City of La Mesa in terms of noise exposure contours. These contours are the basis for the development of land use compatibility guidelines. Areas impacted by existing noise sources are indicated on **Figure 1**.

The noise contour map assists in analyzing decisions regarding the placement of noise sensitive land uses such as residences, schools, hospitals and libraries. Where noise sensitive uses (e.g. residential development) are proposed in areas exposed to high noise levels, the Noise Element outlines policies and noise attenuating measures, including building placement, type of construction and materials selection.

The 1988 General Plan Citizens Committee reviewed the background information summarized above and used it to formulate the following statements concerning noise issues in La Mesa:

- The primary sources of existing noise are from highways and the railroad.
- The primary source of increases in noise will result from increases in automobile traffic on existing highways.
- Land use and noise compatibility policies need to be established in the Noise Element.
- Noise is best mitigated in the initial design of a project.

Environmental Noise Characteristics

Understanding environmental noise requires a familiarity with the physical description of noise and the way humans react to different noises. The important physical characteristics of environmental noise include frequency (pitch), loudness, and duration. The effects of noise on people can be grouped into three general categories: subjective effects, interference with activities, and physiological effects.

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. The pressure fluctuation is caused by a vibrating object. It is received by the ear and perceived by the brain as sound. Noise is defined as unwanted or undesired sound.

The standard unit of sound measurement, which includes both loudness and frequency is the decibel, abbreviated "dB(A)". Filters are used with sound level measuring equipment to emphasize various frequency or pitch ranges. The "A" filter is most commonly used since it comes closest to matching the frequency range of the human ear.

Sound pressure levels measured in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a tenfold increase in sound pressure, or acoustic energy. Zero dB(A) is the faintest sound a good human ear can hear. Upper limits are approximately 140-160

dB(A). The ear begins to feel pain at about 120 dB(A). **Table 1** describes common noise sources and their resulting noise response.

The effects of noise on people include: subjective effects, such as annoyance and nuisance; interference with activities, such as speech and sleep; and physiological effects, such as startle and hearing loss.

In any typical noise environment, about 10 percent of the population will object to any noise not of their own making, and 25 percent will not react or complain at all, regardless of the level of noise being generated. Noise control measures, then, are most beneficial to the remaining 65 percent of the population who are neither ultra sensitive nor insensitive

to noise. Negative reaction to noise generally increases with the increase in difference between background, or ambient, noise and the noise generated from a particular source such as traffic or railroad operations. In most situations, noise control measures need to reduce noise by five to ten dB(A) in order to effectively reduce complaints.

People generally have the ability to distinguish one sound from a background of sounds, such as a telephone ringing over music. However, certain noise levels can render a sound inaudible, for example, when heavy trucks interfere with a conversation on Spring Street. Face-to-face conversation usually can

Table 1
Typical Sound Levels

A-Weighted Sound Level in Decibels	Noise Source at a Given Distance	Noise Environmentals	Subjective Impression
130 120 110	Civil Defense Siren (100') Jet Takeoff (200')	Rock Concert	Pain Threshold
100 90 80 70	Pile Driver (50') or Ambulance Siren (100') Freight Cars (50') Pneumatic Drill (50') Freeway (100')	Boiler Room Printing Press Plant Kitchen Garbage Disposal	Very Loud
60 50	Vacuum Cleaner (10') Light Traffic (100') or a Large Transformer (200')	Department Store Private Business Office	Moderately Loud
40 30 20	Soft Whisper (5')	Quiet Bedroom Recording Studio	Quiet
10			Threshold of Hearing

Source: Illingworth & Rodkin, Inc Study - May 1989

proceed where the noise level is up to 66 dB(A), group conversations up to 50 or 60 dB(A), and public meetings, up to 45 or 55 dB(A), without interruption.

Sleep interference is more difficult to quantify, although studies have shown that progressively deeper levels of sleep require louder noise levels to cause a disturbance. The California Office of Noise Control (ONC) recommends that individual events within sleeping areas should not exceed 50 dB(A) in residential areas exposed to noise levels of 60 Ldn or greater. Interior noise standards of 45 Ldn will protect against sleep interference. The Ldn noise measurement is calculated by averaging the acoustical energy at a given location over a 24-hour period with a 10 dB(A) weighting added to noise levels that occur between the hours of 10 p.m. and 7 a.m. The weighted noise level is added to account for increased sensitivity of people exposed to noise during sleeping hours.

Environmental noise, in almost every case, produces effects which are subjective in nature or involve interference with human activity. However, brief sounds at levels exceeding 70 dB(A) can produce temporary physiological effects such as constriction of blood vessels, changes in breathing, and dilation of the pupils. Steady noises of 90 dB(A) have been shown to increase muscle tension and adversely affect simple decision making. Long-term exposure to levels exceeding 70 dB(A) can cause hearing loss.

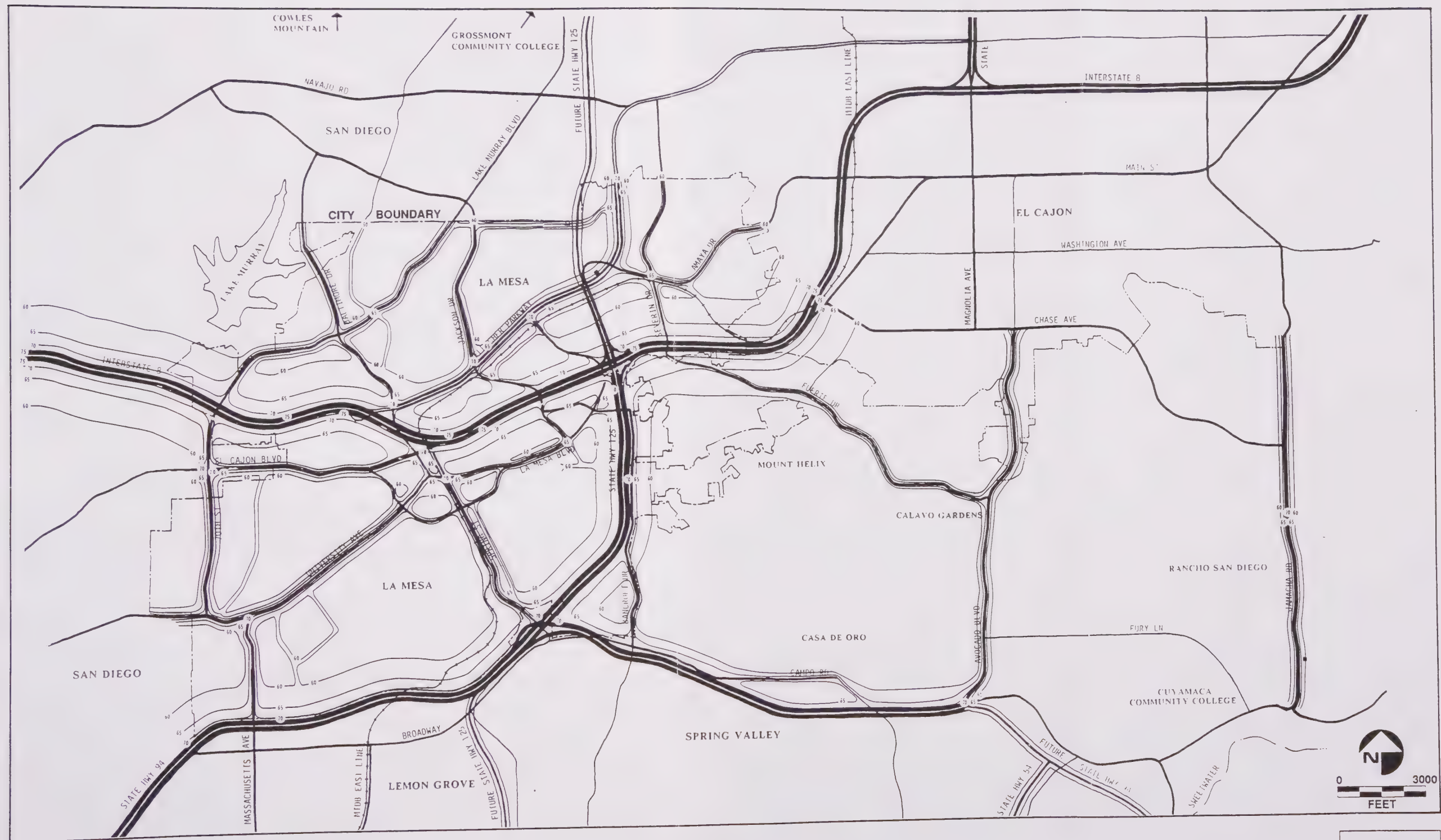
Existing Noise Environment

Highway and Vehicular Traffic

The major source of noise in La Mesa is vehicular traffic including automobiles, trucks, buses, and motorcycles. The level of vehicular noise generally varies with the volume of traffic, the percent of trucks, the speed of traffic, and the distance from the roadway. Noise generated by vehicular traffic in the City currently is greatest along Interstate 8, Highway 94, Highway 125, Fletcher Parkway, Lake Murray Boulevard, Baltimore Drive, Jackson Drive, 70th Street, Massachusetts Avenue, El Cajon Boulevard, University Avenue and Spring Street.

Figure 1 depicts the existing 1989 noise levels within the La Mesa Planning Area. The noise contours are based on the Federal Highway Administration Traffic Noise Prediction Model. The contours reflect an existing "worst-





1989 Existing Noise Exposure (in L_{dn})

Figure 1

case" potential and do not include the effects of shielding from buildings, terrain or other barriers which tend to reduce noise levels. The contours are shown in terms of the day/night average noise level (Ldn), a single-number rating of the average daily noise level at a given location.

To validate the traffic noise prediction model for the La Mesa planning area, noise measurements were taken at various roadside locations within the area. Continuous 24-hour measurements were taken at four locations, and short-term measurements were taken at about ten additional locations. Measurements were taken along Interstate 8, Highway 94, and major roads. The results of the noise survey are summarized in **Table 2**.

Based on the noise survey throughout the City, noise levels within the La Mesa planning area are generally above 65 dB(A) along the major roadways. Traffic along Interstate 8, Highway 94, and Highway 125 generate noise levels of approximately 80 dB(A) Ldn adjacent to the highway. Outdoor noise levels of 65 dB(A) are normally considered intrusive, while outdoor noise levels of 80 dB(A) are normally considered unacceptable in residential areas. Those areas adjacent to roadways with higher average daily traffic volumes experience higher noise levels. Appendix A summarize the existing noise levels adjacent to the major city streets in La Mesa and the City's planning area.

Table 2

Summary of 24-Hour Noise Measurements			
Location	7am to 11 pm	11 pm to 6 am	Ldn
I-8, east of 70th Street (120 feet from centerline)	73-78 dB(A)	67-73 dB(A)	80 dB(A)
SR 94 (120 feet from centerline)	73-78 dB(A)	67-79 dB(A)	80 dB(A)
Baltimore Drive (60 feet from centerline)	58-65 dB(A)	49-61 dB(A)	64 dB(A)
El Cajon Blvd. (40 feet from centerline)	68-72 dB(A)	60-67 dB(A)	73 dB(A)
Source: Illingworth & Rodkin Inc. Study - May 1989			

Railway Operations

San Diego & Eastern Arizona Railway Company (SD&AE) operates the only railway in La Mesa. The SD&AE railroad passes through the La Mesa planning area adjacent to Spring Street, Fletcher Parkway, and Water Street. Currently, one train per night is operated on the tracks. For safety reasons, the train blows its whistle at each major road crossing which results in annoying noise events for nearby residents. A whistle generates a maximum level of about 105 dBA at 100 feet from the source. An engine typically generates a maximum level of about 90 dBA at a distance of 100 feet from the engine. Because only one train per day is operated on the tracks, significant average noise levels are not generated. Maximum instantaneous noise levels generated by trains are high, however.

Industrial Noise Sources

Noise generated by industrial operations, such as loading, unloading, and general warehouse activities, is limited primarily to the industrial and manufacturing area located south of Fletcher Parkway between Baltimore Drive and Jackson Drive. This area is separated from residential areas by commercial land uses and by Interstate 8 which masks the noise generated by the industrial area. No sensitive land uses are, therefore, exposed to industrial-generated noise.

Aircraft Noise

There are no airports located within the City of La Mesa planning area. The closest airport is Gillespie Field located in El Cajon, approximately 2 miles northeast of the planning area boundary.

Residents in La Mesa are located far enough from the airport so that they are subjected to relatively low average noise levels from aircraft operations at the facility.

Grossmont Hospital operates the only heliport in the City of La Mesa. The facility is only used to transport medical patients and not trauma cases. Five to ten flights are normally flown to the hospital every month, typically during normal business hours. This relatively low number of flights is not enough to generate noise levels above 60 Ldn.

Future Noise Environment

Highway and Vehicular Traffic

Major existing streets and highways can be expected to continue to be the dominant noise sources in La Mesa in the future. In most cases, the noise levels are expected to increase by about one to two decibels for areas adjacent to the major roads due to increases in traffic volumes. Baltimore Drive at the northern city limits and Massachusetts Avenue are examples of streets that will carry significantly greater traffic volumes in the future. Because future traffic volumes have only been calculated for the primary arterials and highways, the noise contours in **Figure 2** depict the future (Year 2010) noise levels for only those roadways. Some collector streets may also generate significant noise levels in the future. However, future noise levels for these roadways and some segments of the primary arterials cannot be calculated



Future (Year 2010) Noise Exposure (in Ldn)

Figure 2

exactly until future traffic volumes have been determined. In the absence of specific traffic information, three decibels could be added to the existing noise levels on these collectors to provide an approximation of the future noise levels for these roadways. Tables within Appendix B depict the future noise levels for those streets with traffic information.

Railway Operations

The Metropolitan Transit Development Board (MTDB) is currently finishing the construction of the El Cajon segment of the East Line Light Rail Transit (LRT) system. Starting in June 1989, LRT vehicles will begin operating along the SD&AE railway, which travels through La Mesa. MTDB is expected to operate approximately four LRT trains per hour during the day and two LRT trains per hour during the evening and night until 11:00 p.m. The LRT trains are expected to generate noise levels of 58 to 61 Ldn at 50 feet.

In addition to the railway noise generated by the LRT, grade crossing bells are anticipated at each street intersection the LRT passes through. The greatest intrusion due to the bell noise would occur when the bells are ringing before and after the LRT passing the intersection is audible; the LRT noise itself would otherwise mask the bell noise.

Industrial Noise

The industrial area in the central part of La Mesa is expected to continue its present operations for the foreseeable future. Plans for any new industrial areas in the City would only come as the result of redevelopment efforts involving detailed planning and analysis. In the event

that a new industrial area were to be designated in the La Mesa General Plan, industrial noise sources would be addressed so as not to create a disrupting influence on surrounding areas.

Aircraft Noise

Any future changes in helicopter operations at Grossmont Hospital are not known at this time. However, because residential development is designated adjacent to the hospital, noise impacts may occur in the future due to the close proximity of the residential area to the helipad facility.

Noise and Land Use Compatibility

Noise Goal 1

To minimize the impact of noise on the community by identifying exiting and potential noise sources and providing the policies and standards needed to keep noise from reducing the quality of life in La Mesa.

The intent of the Noise Element is to keep existing and future noise levels from causing significant impacts in the community. This will be accomplished through the identification of existing and projected noise sources, analysis of potential land use conflicts due to noise generation levels and acceptable standards for living, working, and recreational environments, and the establishment of reasonable standards to minimize the adverse affects of noise. Noise is a quality

of life issue that can be addressed by reducing noise at its source as effectively as possible, and by reducing the intrusiveness of noise for sensitive land uses and activities where opportunities to reduce noise levels is limited.

Noise compatibility guidelines are used in conjunction with the future noise exposure levels in Figure 4 to identify land uses or activities which may require special treatment to minimize noise exposure. For example, mitigation measures need to be effectively used to reduce noise exposure to acceptable levels for residential uses near freeway corridors.

Table 3 contains the guidelines the City will use to evaluate the compatibility between land uses and future noise levels in La Mesa. The guidelines will be used in conjunction with the noise exposure levels in Figure 4, which refer to the outdoor day/night average noise level (Ldn) in general locations. According to the guidelines, a land use or proposed project in the "normally acceptable" category will be considered compatible with the noise levels indicated in the figure, in

most cases, without special noise abatement measures. For example, a home of standard construction would be an acceptable use in any area of 60 Ldn or less without special insulation, setback or building design. A home in an area projected for noise levels of 60 to 70 Ldn should only be allowed following an acoustical study which recommends site specific noise attenuation measures such as double pane windows, setbacks and/or construction of soundwalls to provide acceptable indoor and outdoor noise levels.

Compatibility considerations

The goal for maximum outdoor noise levels in residential areas is an Ldn of 60 dB(A). This level is a requirement to guide the design and location of future development, and a goal for the reduction of noise in existing development. However, 60 Ldn is a goal which cannot necessarily be reached in all residential areas within the realm of economic or aesthetic feasibility. This goal should be applied where outdoor use is a major consideration (e.g., backyards in single-family housing developments, recreation areas in multi-family housing projects). The outdoor standard should not normally be applied to balconies or patios associated with apartments and condominiums due to the general lack of use of these balconies and patios even in quiet areas.



The indoor noise level, as required by the State of California Noise Insulation Standards, must not exceed an Ldn of 45 dB in multi-family dwellings. This indoor criterion could also be adopted as the maximum acceptable indoor noise level in single-family homes.

If the primary noise source is a railroad, then the outdoor noise exposure criterion should be 70 Ldn for future development. It may not be feasible to reduce exterior noise levels to 70 Ldn in existing residential areas adjacent to railroads. This is because train noise is usually characterized by a relatively small number of loud events which generally do not create significant noise effects in an

outdoor environment. Even though the outdoor Ldn may be high, during the majority of the time the noise level will be acceptable for speech communication, and people would not be highly annoyed.

This condition exists only in the downtown area where the historic pattern of residential use is located adjacent to the railroad line and several "at-grade" streets crossing the railroad tracks. For safety purposes, the limited number of freight trains that use these crossings must sound warnings which generate high noise levels for very short intervals. Unfortunately the train use is limited to night operations due to shared use of the tracks by the Trolley system, which means the

Table 3

Land Use Compatibility for Community Noise Environment

Land Use Category	Community Noise Exposure Ldn or CNELdb						Interpretation
	55	60	65	70	75	80	
Residential - Low Density Single Family, Duplex & Mobile homes							Normally Acceptable Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
Residential - Multiple Family							
Transient Lodging - Motels, Hotels							Conditionally Acceptable New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
Schools, Libraries, Churches, Hospitals & Nursing Homes							
Auditoriums, Concert Halls Amphitheatres							Normally Unacceptable New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Sports Arena, Outdoor Spectator Sports							
Playgrounds Neighborhood Parks							Clearly Unacceptable New construction or development should generally not be undertaken.
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings Business Commercial and Professional							
Industrial, Manufacturing Utilities Agriculture							

Source: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Department of Health Services, 1988

train signals occur during a highly sensitive time for residential uses in this area. The City will continue to work with the railroad agencies and the Public Utilities Commission to use train operation standards that maintain community safety and minimize the noise effects from this limited train use in the downtown area.

Interior noise levels in new single-family and multi-family residential units exposed to an Ldn of 60 dB(A) or greater should be limited to a maximum instantaneous noise level in the bedrooms of 50 dBA. Maximum instantaneous noise levels in other rooms should not exceed 55 dB(A).

Appropriate interior noise levels in commercial, industrial, and office buildings are a function of the use of space. For example, the noise level in private offices should generally be quieter than for data processing rooms. Interior noise levels in offices generally should be maintained at 45 Leq or less. Acoustical designs to achieve this level should be demonstrated by the project sponsor in sufficient detail to meet City and Federal requirements.



Policies

1. The City will take measures to control noise at its source to maintain existing noise levels. Noise impacts will be evaluated based on the Noise and Land Use Compatibility Guidelines in this element (see Figure 5).

2. All new projects will be required to meet acceptable exterior noise level standards, and to provide mitigation measures necessary to reduce interior noise levels within adjacent or impacted land uses.

3. Where economically and aesthetically feasible, the City will encourage measures to reduce outdoor noise levels in existing residential areas so that noise does not exceed an average interior noise level (Ldn) of 45 Db for residential uses.

4. School, hospitals, libraries, churches, convalescent homes, and other noise sensitive uses will be protected from noise levels exceeding those allowed in residential areas.

5. To assist in achieving accepted noise levels, the City may limit truck traffic in residential and commercial areas to designated truck routes.

6. The City will attempt to maintain limited traffic volumes on local and collector streets in residential areas to ensure acceptable noise levels within adjacent residences.

7. Where feasible, the City will design street improvements to reduce noise levels in adjacent areas.

8. The City will encourage other agencies to reduce noise levels generated by roadway, railways, airports and other facilities.

Objectives

1. The Community Development Department will periodically review the standards shown in the Noise Ordinance to insure their conformity with the recommended standards of this element.

2. The City will develop a program designed to continually assess noise levels on major City streets using traffic projections and noise monitoring.

3. The Public Works Department will periodically review and update the designated truck routes within the City.

4. The Community Development Department will develop a format to be used for all required noise studies which are part of the environmental assessment for future projects. These studies will include an analysis of alternative mitigations and a monitoring program for the effectiveness of the mitigations following their implementation.



Implementation Programs

1. Source Identification

The Community Development Department will continue to provide much of the base information on noise sources within the City through studies done in conjunction with the maintenance of this element, and the assessment of proposed uses and developments. This information on noise sources will allow the Department to use noise guidelines and contours to determine the need for additional noise studies, and require new developments to pay for noise attenuation feature as a condition of approving new projects.

2. Enforcement

The Police Department serves as the primary enforcement arm of the City concerning violations of the noise emissions standards. For standard complaints, a department representative will

investigate with the aid of a portable monitoring device and take appropriate action based upon the City's Noise Ordinance.

The Community Development Department also has some secondary enforcement responsibility if the noise source involves a construction site or an illegal land use. In those events the Building Division or the Code Compliance Officer will provide the compliance mechanisms to achieve the City's noise standards.

3. Preventive Site Design

As part of the development review process, the Community Development Department will continue to locate noise sensitive uses away from significant noise sources whenever possible, unless mitigation measures are included in development plans. Mitigation measures may include soundwalls, earth berms, setback and other noise reduction techniques as condition of development approval.

4. Regional Cooperation

The City participates in a number of boards and commissions in the San Diego region which either control or influence noise sources that impact the La Mesa area. The City will continue to work with the County Airport Land Use Commission, State Office of Noise Control, Metropolitan Transit Development Board, Caltrans and other agencies to reduce noise generated from mobile sources outside the City's jurisdiction.

5. Freeway Mitigation

Since freeways are recognized as the primary noise source in La Mesa, the City will continue to negotiate with Caltrans for the installation of noise attenuating sound barriers or other methods to reduce freeway related impacts on La Mesa. The construction of the connecting sections of SR 125 would significantly change the noise impact patterns in the City without the inclusion of adequate noise mitigation measures. The City will also be vigilant in obtaining mitigation measures for increased traffic on City streets as a result of new freeways.

Appendix A - 1989 L_{dn} Contours By Roadway

Roadway	Average Traffic*	L _{dn} (Distance in Feet) from Centerline of Roadway					60
		80	75	70	65		
Interstate 8							
Western City Limits to Spring St.	176,000	80	170	360	775	1675	
Spring St. to Jackson Dr.	154,000	70	155	330	710	1532	
Jackson Dr. to Hwy. 125	145,000	70	145	315	685	1472	
Hwy. 125 to Eastern City Limits	195,000	85	180	385	830	1793	
Highway 94							
Western City Limits to Lemon Grove Ave.	121,000	60	130	280	605	1305	
Lemon Grove to Future Hwy. 125	115,000	60	125	270	585	1260	
Future Hwy. 125 to Spring St.	115,000	60	125	270	585	1260	
Spring St. to East of City Limits	57,000	-	80	170	365	790	
Highway 125							
Northern City Limits to Interstate 8	-0-	-	-	-	-	-	
Interstate 8 to Lemon Ave.	70,000	-	95	205	435	940	
Lemon Ave to Spring St.	74,000	-	95	205	435	940	
Amaya Drive							
Fletcher Parkway to Severin Dr.	13,367	-	-	-	60	130	
Severin Dr. to Water St.	15,532	-	-	-	65	145	
Water St. to Primrose Dr.	7,624	-	-	-	-	90	
Allison Avenue							
University Ave. to Spring St.	6,551	-	-	-	-	65	
Spring St. to Palm Ave.	6,177	-	-	-	-	R-O-W	
Baltimore Drive							
Northern City Limits to El Paso St.	10,271	-	-	-	-	110	
El Paso St. to Lake Murray Blvd.	12,170	-	-	-	55	120	
Lake Murray Blvd. to Aztec Dr.	15,253	-	-	-	65	140	
Aztec Dr. to Parkway Dr.	20,010	-	-	-	80	170	
Parkway Dr. to El Cajon Blvd.	31,383	-	-	-	105	230	
El Cajon Blvd. to University Ave.	27,694	-	-	-	100	210	
Bancroft Drive							
I-8 to Shirley Dr.	13,103	-	-	-	60	130	
Shirley Dr. to Lemon Ave.	8,059	-	-	-	40	95	
Lemon Ave. to Golondrina Dr.	9,526	-	-	-	45	105	
Center Street							
Commercial St. to Timken St.	7,363	-	-	-	45	100	
Timken St. to Jackson Dr.	11,147	-	-	-	60	130	
Grossmont Center Dr. to Future Hwy 125	3,624	-	-	-	-	60	
Commercial Street							
Center St. to Guild St.	4,848	-	-	-	-	75	
Guild St. to Center Dr.	5,062	-	-	-	-	75	
Cowles Mountain Boulevard							
Northern City Limits to Lake Murray Blvd.	4,357	-	-	-	-	60	

Roadway	Average Traffic*	Ldn (Distance in Feet) from Centerline of Roadway				60
		80	75	70	65	
Dallas Street						
Lake Murray Blvd. to Jackson Dr.	4,816	-	-	-	-	65
Jackson Dr. to Meadowcrest Dr.	7,041	-	-	-	35	85
Meadowcrest Dr. to Fletcher Parkway	9,735	-	-	-	50	105
El Cajon Boulevard						
Western City Limits to Thorne Dr.	27,667	-	-	60	130	280
Thorne Dr. to La Mesa Blvd.	26,560	-	-	60	125	275
La Mesa Blvd. to Baltimore Dr.	24,439	-	-	55	120	260
Baltimore Dr. to I-8	21,809	-	-	50	110	240
Fletcher Parkway						
I-8 to Baltimore Dr.	33,965	-	-	90	195	425
Baltimore Dr. to Jackson Dr.	31,788	-	-	90	190	405
Jackson Dr. to Grossmont Center Dr.	24,422	-	-	75	160	340
Grossmont Center Dr. to Amaya Dr.	28,443	-	-	80	175	380
Amaya Dr. to Dallas St.	30,529	-	-	85	185	395
Dallas St. to Northern City Limits	26,437	-	-	60	165	360
Grossmont Boulevard						
La Mesa Blvd. to Hwy. 125	19,319	-	-	-	90	190
Grossmont Center Drive						
Fletcher Parkway to Center Dr.	19,649	-	-	-	50	110
Center Dr. to Havenhill Rd.	12,629	-	-	-	-	80
Havenhill Rd. to Murray Dr.	17,935	-	-	-	45	105
Murray Dr. to I-8	18,396	-	-	-	50	105
Guava Avenue						
Alvarado Rd. to El Cajon Blvd.	5,886	-	-	-	-	60
Harbinson Avenue						
Amhurst St. to Camellia Dr.	3,902	-	-	-	-	45
Camellia Dr. to University Ave.	5,519	-	-	-	-	60
Jackson Drive						
Northern City Limits to Laird St.	12,058	-	-	-	55	120
Laird St. to Fletcher Parkway	20,965	-	-	40	95	210
Fletcher Parkway to center St.	27,457	-	-	-	90	195
Center St. to Murray Dr.	22,389	-	-	-	80	170
Murray Dr. to Grossmont Blvd.	28,136	-	-	45	100	215
Grossmont Blvd. to Washington Ave.	15,800	-	-	-	65	145
Washington Ave. to La Mesa Blvd.	11,203	-	-	-	55	115
La Mesa Blvd. to Jefferson Ave.	12,180	-	-	-	45	100
Jefferson Ave. to Lemon Ave.	6,677	-	-	-	-	65
Lake Murray Boulevard						
Northern City Limits to El Paso St.	27,137	-	-	-	95	210
El Paso St. to Aztec Dr.	28,975	-	-	-	85	180
Aztec Dr. to Baltimore Dr.	30,227	-	-	-	100	220
Baltimore Dr. to Maryland Avenue	34,385	-	-	-	105	225
Maryland Ave. to I-8	33,382	-	-	65	115	245

Roadway	Average Traffic*	L _{dn} (Distance in Feet) from Centerline of Roadway				60
		80	75	70	65	
La Mesa Boulevard						
El Cajon Blvd. to Guava Ave.	8,753	-	-	-	-	80
Guava Ave. to University Ave.	11,603	-	-	-	-	95
University Ave. to Acacia Ave.	13,110	-	-	-	-	105
Acacia Ave. to Spring St.	12,165	-	-	-	-	80
Spring St. to Third St.	6,927	-	-	-	-	55
Third St. to Grant Ave.	7,044	-	-	-	-	55
Grant Ave. to University Ave.	7,328	-	-	-	-	70
University Ave. to Jackson Dr.	13,765	-	-	-	60	130
Jackson Dr. to Grossmont Blvd.	8,808	-	-	-	-	100
Grossmont Blvd. to I-8	13,125	-	-	-	60	130
Lemon Avenue						
Glen St. to Jackson Dr.	5,280	-	-	-	-	45
Jackson Dr. to Hwy. 125	12,302	-	-	-	45	100
Hwy. 125 to East of City Limits	3,498	-	-	-	-	-
Lowell Street						
University Ave. to Orion Ave.	4,565	-	-	-	-	50
Massachusetts Avenue						
University Ave. to Hoffman Ave.	20,155	-	-	-	105	225
Hoffman Ave. to Hwy. 94	22,974	-	-	60	135	290
Murray Drive						
Jackson Dr. to Grossmont Center Dr.	15,607	-	-	-	65	145
Grossmont Center Dr. to Future Hwy. 125	11,659	-	-	-	55	120
Future Hwy. 125 to Severin Dr.	10,363	-	-	-	50	110
Severin Dr. to Water St.	7,271	-	-	-	35	85
Murray Hill Road						
University Ave. to Waite Dr.	7,520	-	-	-	-	75
Orion Avenue						
Murray Hill Rd. to Lowell St.	4,675	-	-	-	-	55
Palm Avenue						
La Mesa Blvd. to Finley Ave.	10,568	-	-	-	55	110
Finley Ave. to Spring St.	10,645	-	-	-	50	110
Parkway Drive						
Lake Murray Blvd. to Baltimore Dr.	5,423	-	-	-	35	85
Baltimore Dr. to Jackson Dr.	8,158	-	-	-	50	110
Severin Drive						
Northern City Limits to Stanley Dr.	8,508	-	-	-	-	80
Stanley Dr. to Amaya Dr.	11,637	-	-	-	45	95
Amaya Dr. to Murray Dr.	18,605	-	-	-	90	190
Spring Street						
I-8 to University Avenue	28,163	-	-	-	105	220
University Ave. to Allison Ave.	32,668	-	-	65	115	245
Allison Ave. to La Mesa Blvd.	30,164	-	-	-	105	230
La Mesa Blvd. to Finley Ave.	31,103	-	-	60	110	235
Finley Ave. to Palm Ave.	31,822	-	-	75	160	340
Palm Ave. to Hwy. 94	39,308	-	-	85	180	390

Roadway	Average Traffic*	L _{dn} (Distance in Feet) from Centerline of Roadway				60
		80	75	70	65	
University Avenue						
Western City Limits to Massachusetts	27,858	-	-	60	130	280
Lowell St. to La Mesa Blvd.	23,807	-	-	65	120	255
La Mesa Blvd. to Spring St.	20,984	-	-	-	110	235
Spring St. to La Mesa Blvd.	9,286	-	-	-	65	135
Waite Avenue						
Massachusetts Ave. to Murray Hill Rd.	6,977	-	-	-	-	70
Water Street						
Amaya Dr. to Murray Dr.	6,281	-	-	-	-	65
70th Street						
I-8 to El Cajon Blvd.	48,356	-	-	50	130	285
El Cajon Blvd. to University Ave.	?	-	-	-	-	

1989 L_{dn} Contours By Roadway

(Roads Within Planning Area)

Roadway	Average Traffic	L _{dn} (Distance in Feet) from Centerline of Roadway		
		70	65	60
Avocado Blvd.	20,000	50	105	225
Campo Rd.	17,000	35	85	180
Fuerte Dr.	13,712	-	60	130
Jamacha Rd.	20,000	48	105	226

* Traffic data provided by Caltrans and City of La Mesa

- Indicates noise contour is located within the right-of-way.

Appendix B - 2010 L_{dn} Contours By Roadway

Roadway	Average Traffic*	L _{dn} (Distance in Feet) from Centerline of Roadway					60
		80	75	70	65		
Interstate 8							
Western City Limits to Fletcher Pkwy.	211,000	90	190	410	880	1890	
Fletcher Parkway to Spring St.	169,000	75	165	350	760	1630	
Spring St. to Hwy. 125	187,000	80	175	3765	810	1745	
Hwy. 125 to Eastern City Limits	225,000	90	200	425	915	1970	
Highway 125							
Spring St. to Grossmont Blvd.	223,000	95	200	435	940	2020	
Grossmont Blvd. to I-8	212,000	90	190	410	880	1895	
I-8 to Northern City Limits	145,000	70	150	320	685	1470	
Highway 94							
Western City Limits to Massachusetts	161,000	75	160	340	735	1580	
Massachusetts Ave. to Future Hwy. 125	169,000	75	165	380	760	1630	
Future Hwy. 125 to Spring St.	229,000	90	200	430	920	1985	
Spring St. to East of City Limits	110,000	60	120	265	570	1225	
Amaya Drive							
Fletcher Parkway to Severin Dr.	18,000	-	-	-	75	160	
Severin Dr. to Primrose Dr.	15,000	-	-	-	65	140	
Baltimore Drive							
Northern City Limits to El Paso St.	17,000	-	-	-	70	155	
El Paso St. to Lake Murray Blvd.	21,000	-	-	-	80	175	
Lake Murray Blvd. to El Cajon Blvd.	32,000	-	-	-	110	230	
El Cajon Blvd. to University Ave.	27,000	-	-	-	95	210	
El Cajon Boulevard							
Western City Limits to I-8	39,000	-	-	25	165	355	
Fletcher Parkway							
Interstate 8 to Jackson Dr.	33,000	-	-	50	195	415	
Jackson Dr. to Grossmont Center Dr.	27,000	-	-	50	170	365	
Grossmont Center Dr. to Future Hwy. 125	64,000	-	65	140	300	650	
Future Hwy. 125 to Northern City Limits	16,000	-	-	85	120	260	
Grossmont Boulevard							
La Mesa Blvd. to Hwy. 125	14,000	-	-	-	70	150	
Jackson Drive							
Northern City Limits to Fletcher Pkwy.	19,000	-	-	-	90	195	
Fletcher Parkway to I-8	19,000	-	-	-	70	155	
I-8 to La Mesa Blvd.	26,000	-	-	40	95	200	
La Mesa Blvd. to Lemon Ave.	17,000	-	-	-	60	125	
Lake Murray Boulevard							
Northern City Limits to Baltimore Dr.	22,000	-	-	-	85	180	
Baltimore Dr. to Maryland Ave.	24,000	-	-	-	90	190	
Maryland Ave. to I-8	33,000	-	-	60	130	280	

Roadway	Average Traffic*	L _{dn} (Distance in Feet) from Centerline of Roadway				
		80	75	70	65	60
La Mesa Boulevard						
El Cajon Blvd. to University Ave.	19,000	-	-	-	65	135
University Ave. (west) to Univ. Ave.	16,000	-	-	-	40	95
University Ave. to Jackson Dr.	32,000	-	-	50	110	235
Jackson Dr. to Grossmont Blvd.	28,000	-	-	-	100	215
Lemon Avenue						
Jackson Dr. to Hwy. 125	17,000	-	-	-	60	125
Massachusetts Avenue						
University Ave. to Hoffman Ave.	29,000	-	-	60	135	290
Hoffman Ave. to Hwy. 94	38,000	-	-	75	160	345
Murray Drive						
Future Hwy. 125 to East of City Limits	15,000	-	-	-	65	140
University Ave. to Waite Dr.	15,000	-	-	-	55	115
Severin Drive						
Amaya Dr. to I-8	19,000	-	-	-	90	195
Spring Street						
I-8 to La Mesa Blvd.	43,000	-	-	65	135	295
La Mesa Blvd. to Finley Ave.	33,000	-	-	53	115	245
Finley Ave. to Hwy. 94	33,000	-	-	75	160	350
University Avenue						
Western City Limits to Spring St.	33,000	-	-	70	145	315
Spring St. to La Mesa Blvd.	34,000	-	-	70	150	320
Waite Drive						
Murray Hill Rd. to Hwy. 94	13,000	-	-	-	45	100

2010 L_{dn} Contours By Roadway

(Roads Within Planning Area)

Roadway	Average Traffic	L _{dn} (Distance in Feet) from Centerline of Roadway		
		70	65	60
Avocado Blvd.	23,000	70	145	315
Campo Rd.	15,000	-	75	165
Fuerte Dr.	24,000	-	90	190
Jamacha Rd.	50,000	90	195	415

* Based on data provided by SANDAG, SANDAG Series VII, 2010 Regional Forecast, May, 1989.

- Indicates noise contour is located within the right-of-way.

City of La Mesa

General Plan

Safety Element



City of La Mesa

General Plan

Safety Element



La Mesa General Plan

Safety Element

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Safety Element

La Mesa - 2010

A city that is a quiet and safe place to live, work, play or go to school.

A city where local governmental services, including police, fire and recreation meet the needs of its citizens. Where municipal buildings, parks, streets and other public facilities are well maintained.

Introduction

A Safety Element is one of seven elements mandated by State law for inclusion in the General Plan. The Safety Element identifies hazards within the community and contains policies designed to mitigate the risk to the public. Areas of concern include hazards associated with seismic activities, flooding, fire, unstable soils and other natural or man-made hazard.

Existing conditions are described along with the goals and policies established by the City to minimize the risks associated with these conditions. The key findings that have been used in the development of the Safety Element include:

- The Alvarado, Chollas and Spring Valley Creeks flow through and around La Mesa. Their flows have been mapped for the 100 year flood.

Areas within the 100 year flood plain of these creeks have levels of protection which vary from none to complete.

- Large portions of La Mesa are underlain by sedimentary rock. This rock type is inherently susceptible to slope failure.
- La Mesa is subject to seismic activity from various fault systems located within San Diego County. The Uniform Building Code has placed La Mesa in Zone 4 for purposes of determining the structural requirements of buildings for earthquake safety.
- Open, undeveloped, canyons, pose the biggest threat to fire safety in La Mesa.

As part of the development of the General Plan the Citizen's Advisory Committee was asked to identify the most important safety policies and programs needed by the City in today's environment. Their input is summarized below, and included in the Safety Element:

- Insure major incident plans are developed, updated and coordinated within City departments and Office of Disaster Preparedness.
- Control use of hazardous Materials through codes and inspections.

- Establish a qualification and testing program of the current UBC for inspectors. Establish a review procedure plan to audit or monitor work of inspectors.
- Give equal weight to fire code as we do to building code.
- Require commercial buildings and multi-family buildings have and disseminate to their occupants an appropriate disaster plan.
- Develop a special (reasonable) code of building standards for historic buildings including minimum safety standards.

Insuring the health and safety of La Mesa's citizens and maintaining the quality of life in the community have been long standing goals for the City. Many of the policies and programs addressed in this element are reflective of this long-standing commitment. In addition, the Safety Element recognizes that we are living in an ever changing environment where the best policy is being prepared and maintaining the ability to respond effectively to the unknown.

The purpose of the Safety Element is to incorporate safety considerations into the planning process in order to minimize the impact on the community of hazardous conditions or emergency situations. The following are the identified areas of concern addressed in this element: Flood Hazard, Geologic Hazard, Seismic Safety, Fire Safety, Hazardous Material Exposure, Disaster Preparedness and Citizen Safety. Some related policies and programs are also found in the Public Services and Facilities Element.

Safety Goal 1

To protect the public from both natural hazards and hazards created by human activities.

Safety Goal 2

To eliminate hazard wherever possible. Where hazard can not be eliminated, it shall be mitigated through anticipation, preparation and regulation.

Flood Control

Safety Goal 3

To provide flood control and storm water drainage facilities that will protect the health and safety of La Mesa's citizens and minimize impacts to property to the greatest extent feasible.

Protection from flooding is an important responsibility of all levels of government. Elimination of the threat to public safety and the protection of property result from the comprehensive management of flood prone areas. Flood protection strategies range from structural control facilities confining flood water to a channel, to land use regulations which limit development in flood hazard areas. A flood management program responds to flood hazard utilizing cost effective strategies appropriate to the magnitude of the existing problem.

Unlike other parts of the United States, which cope with an annual spring runoff, in San Diego County storm runoff is the primary source of flood hazard. Runoff from each storm episode increases relative to total precipitation. Other factors influencing the amount of runoff include soil type, soil saturation, land cover, and slope of the drainage basin. Duration of the storm episode also influences runoff. The same measure of rainfall can be a gentle shower or the 100-year flood depending on whether it falls over the course of the day or all in an hour.

Flood hazard planning uses the concept of the 100-year flood. Analysis of drainage basin size, slope, and type of land cover determine the amount of runoff resulting from precipitation totals. The 100-year flood is the runoff from a storm with an expected occurrence rate of

1% in any year. This does not imply that no greater flood could ever occur or that such a flood could not happen more than once in 100 years. Only that in any year, the chances are 1 in 100 that a flood of this degree of severity could occur.

Since the 1970's, the Federal Flood Insurance Program has adopted the 100-year flood as an appropriate balance between inadequate and excessive flood hazard protection. The result has been that the 100-year flood has become a national standard for flood protection planning. Local agencies agree, as a condition of participation in the Flood Insurance Program, to use the 100-year flood for land use and facilities planning in flood impacted areas.



Local Conditions

In La Mesa, water courses providing drainage of storm runoff include Alvarado Creek, Chollas Creek and Spring Valley Creek. In the unincorporated portion of the Planning Area, Spring Valley Creek and other tributaries to the Sweetwater River provide drainage. All water courses within La Mesa and the Planning Area are tributary to larger regional drainage systems. Dry most of the year, during storm episodes they fill quickly with water, resulting in localized temporary flooding conditions. The characteristics and drainage facility needs for each of these primary channels is summarized below.

Alvarado Creek

Alvarado Creek runs parallel to and south of Fletcher Parkway. Most of the area north of Interstate-8 is in the Alvarado Creek drainage basin. Alvarado Creek joins the San Diego River near the stadium in Mission Valley.

In 1974, the County of San Diego mapped the inundation area of the 100 year flood for the Alvarado Creek. Flood hazard and lack of flood control facilities are the primary causes of the underdeveloped and blighted conditions evident in this area. Formation of the Alvarado Creek Redevelopment Project Area provides the city with the means to solve the flooding problem. The goal of Alvarado Creek redevelopment is to revitalize this important and under-utilized section of the city. Redevelopment creates a funding mechanism for flood control improvements designed to accommodate

the 100 year flood. Alleviation of flood hazard will allow efficient utilization of property in the Fletcher Parkway/Alvarado Creek corridor.

Chollas Creek

A branch of Chollas Creek runs parallel and south of University Avenue. The drainage basin includes the area south of El Cajon Boulevard, west of downtown and north of the ridge line of Eastridge. Chollas Creek drains into San Diego Bay near the 32nd Street Naval Station.

Flooding of low-lying intersections along University during periods of heavy rainfall is a traffic safety hazard. Inadequate and undersized storm drains are responsible. Unlike Alvarado Creek, there is no funding mechanism to build the infrastructure needed to alleviate flood hazard along Chollas Creek.

Spring Valley Creek

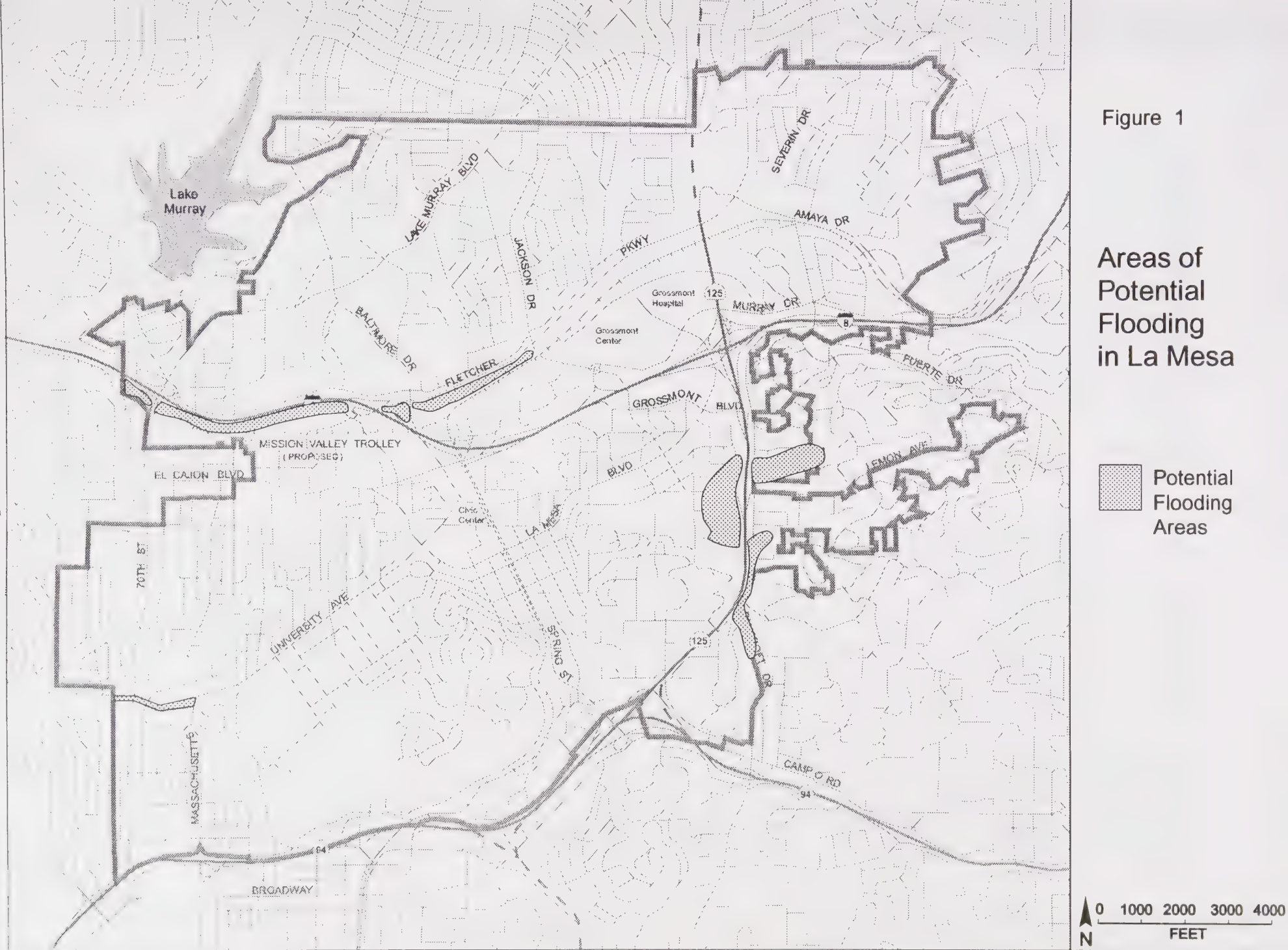
A branch of Spring Valley Creek flows off the west slope of Mount Helix, along Bancroft Drive. Spring Valley Creek drains Mount Helix, Casa de Oro and Spring Valley and flows into the Sweetwater Reservoir.

Existing flood control improvements include a cobble-stone lined drainage channel dating back to the 1930's. Undergrounding of the drainage channel has occurred in some locations, the result of more recent development activities.

Figure 1

Areas of Potential Flooding in La Mesa

 Potential Flooding Areas



Response to Flood Hazards

Flood hazards in La Mesa is primarily the result of lack of adequate storm drain facilities. Rapid growth of the 1950s and 1960s occurred at a time when little attention was paid to the cumulative impacts. Areas developed without benefit of the requirements for drainage improvements in effect today. As a result, flood hazard mitigation planning must retrofit flood control facilities into a built up environment.

Response to flood hazard takes two basic forms. In areas where there is substantial existing improvements, construction of flood protective infrastructure is necessary. Structural flood control measures include flood water storage systems such as dams, reservoirs and retention basins and as well as channel improvements. Nonstructural measures include zoning and subdivision regulations, exclusion of uses in the floodway and building code requirements. In undeveloped areas, land use regulation which steers development away from flood impacted areas are more cost effective.

Existing development is at risk throughout all the flood impacted areas in La Mesa. Along the Alvarado Creek commercial development and portions of the trailer parks south of Alvarado Road are at risk. Traffic hazard on Interstate-8 could result from flooding of Alvarado Creek. A mix of businesses and residential uses on University Avenue are affected by flooding within the Chollas

Creek basin. Single family residential uses as well as Bancroft Drive and access to Highway 125 are located in the flood hazard area of Spring Valley Creek.

Flood hazard areas are identified on the General Plan and Zoning maps. The map in Figure 1 generally shows areas where potential flooding could occur in La Mesa. Development of property within the "F" overlay zone designation must adhere to flood control regulations. All new development is required to be elevated above the level of the 100 year flood. New development, or substantial improvement of existing structures, requires construction of flood protection improvements. If actual construction of flood improvements is not practical, a bond must be posted to guarantee future construction. Recent construction of flood control facilities along the Alvarado Creek are the result of compliance with flood control regulations affecting new development. Future redevelopment along Alvarado Creek will provide additional flood control improvements.

Within the Chollas and Spring Valley Creek drainage basins there is less opportunity for funding of flood control facilities through new development. The established land use pattern leaves little land available for new construction or redevelopment. A program for funding of flood control facilities in the Chollas and Spring Valley Creek basins could take the form of a basin-wide or city-wide drainage improvement assessment district. An advantage of a basin-wide or city-wide approach is that contributory as well as impacted property owners share equally is the cost of the solution to flood hazard problems. While specific property owners would benefit from the elimi-

nation of hazard, the community would also benefit from more efficient utilization of property and increased property value.

Safety Policies

1. The City of La Mesa will take measures to manage flood hazards in an equitable and cost effective manner.

Safety Objectives

1. The Public Works Department will create and implement a Storm Drain Improvement Program to identify drainage problems and solutions the City.

2. The City will investigate the feasibility of a program to collect flood control facility fees or assessments to assist in the long-term improvement and maintenance of flood control and storm drainage facilities.

Geologic Hazards

Safety Goal 3

To minimize unsafe conditions in the community due to naturally occurring geologic formations and improper alterations to the land for development purposes.

Bedrock is the foundation for the physical characteristics of the landscape. It is the soil, however, that supports the natural biologic environment as

well as agriculture and the built environment. Consideration of the physical properties and limitations of the various soil types is important when planning for urban development. Failure to accommodate the limitations of a particular soil can have disastrous consequences. Soil hazard includes landslide and slumping, excessive erosions, and damage to foundations roads, and infrastructure.

Soils are the product of the weathering of the bedrock, topographic relief, decomposition of organic material, and climatic influences. Over thousands of years the interaction of these four factors produce soils which are unique to the area in which they are developed.

In 1973 the U.S. Department of Agriculture published a soil survey for the San Diego Area. Soils with similar characteristics were grouped together as a soil series. Fifty-four different soil series were identified, cataloged and mapped based on physical characteristics. The soil survey rates soils based on their resistance to erosion, runoff potential and shrink swell behavior, as well as fertility and suitability for honesties.

Local Conditions

Most of La Mesa is underlain by soil of the Redding Series. Redding soils are derived from the sedimentary rock of the marine terraces. The Redding soil series is characterized as gravelly loam at the surface with a subsoil layer of gravelly clay. At a depth of approximately 30" an impervious clay hardpan layer can some-

times be found. Redding soils are of low fertility and are mild to strongly acidic. This soil type is a potential source of construction gravel.

Three other characteristics of Redding soils are significant in an urban setting. The first is the high degree shrink swell behavior. Because it contains relatively large amounts of clay, this soil expands when wetted and contracts as it dries. Without adequate reinforcement buildings and infrastructure constructed on this soil have been warped or otherwise damaged.

Redding soils are highly erosive. Grading operations and land stripped of vegetation increase the erosion potential of the soil. The third factor which is significant in an urban setting is the high runoff potential characteristic of Redding soils. Clay content and the presence of an

impervious hardpan layer limit water percolation and increase runoff. Runoff potential affects the size and configuration of flood control facilities.

There are at least 8 other soil series present in La Mesa and the planning area. The chart in Figure 2 summarizes information from the soil survey including runoff potential, resistance to erosion, and shrink/swell behavior. The maps in Figures 3 to 6 show the general locations and characteristics of these soil formations.

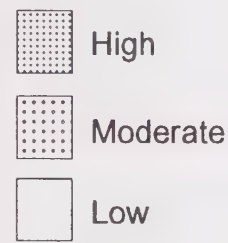
Figure 2
Primary La Mesa Soils

SOIL NAME	BASE MATERIAL	EXPANSIVENESS	EROSION POTENTIAL	RUNOFF POTENTIAL	MINERAL RESOURCE	FERTILITY
Cienega	Igneous	Low	Severe	Medium	Decomposed Granite	Low
Diablo	Sedimentary	High	Slight-Severe	Very High	Unsuitable	Medium High
Fallbrook	Igneous	Moderate	Severe	High	Decomposed Granite	Low
Friant	Metamorphic	Low	Severe	Very High	Unsuitable	Low
Huehero	Sedimentary	High	Moderate	Very High	Unsuitable	Low Medium
Olivenhain	Sedimentary	High	Severe	Very High	Gravel	Low
Placencia	Alluvial Deposits	High	Severe	Very High	Unsuitable	Medium
Ramona	Alluvial Deposits	Moderate	Severe	High	Unsuitable	Medium
Redding	Sedimentary	High	Severe	Very High	Gravel	Low
Riverwash	Alluvial Deposits	Low	Severe	Low	Sand & Gravel	Low
Salinas	Alluvial Deposits	High	Slight	High	Unsuitable	High
Vista	Igneous	Low	Moderate	Medium	Decomposed Granite	Low

Source: U.S.D.A. Soil Conservation Service, 1973



Figure 4
Shrink - Swell
Behavior



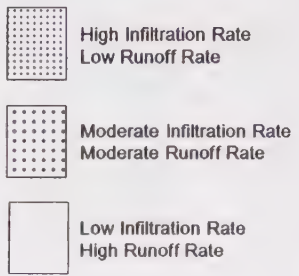
Soil Names

- Bosanko: BsE
 Cieneba: CmE2, CmrG, CnE2, CIG2, CnE2
 Diablo: DaC, DaD, DaE, DcD, DcF
 Escondido: EsE2
 Fallbrook: FaC2, DaD2, FaE2, FvD, FvE
 Friant: FxE
 Huehero: HrD2
 Linne: LsE
 Olivenhain: OkC
 Placentia: PIC, PeC
 Ramona: RaB
 Redding: RfF, Fhc, Rhe
 Riverwash: Rm
 Salinas: ScA, ScB
 Tujunga: TuB
 Visalia: VaB
 Vista: VsC, VvE





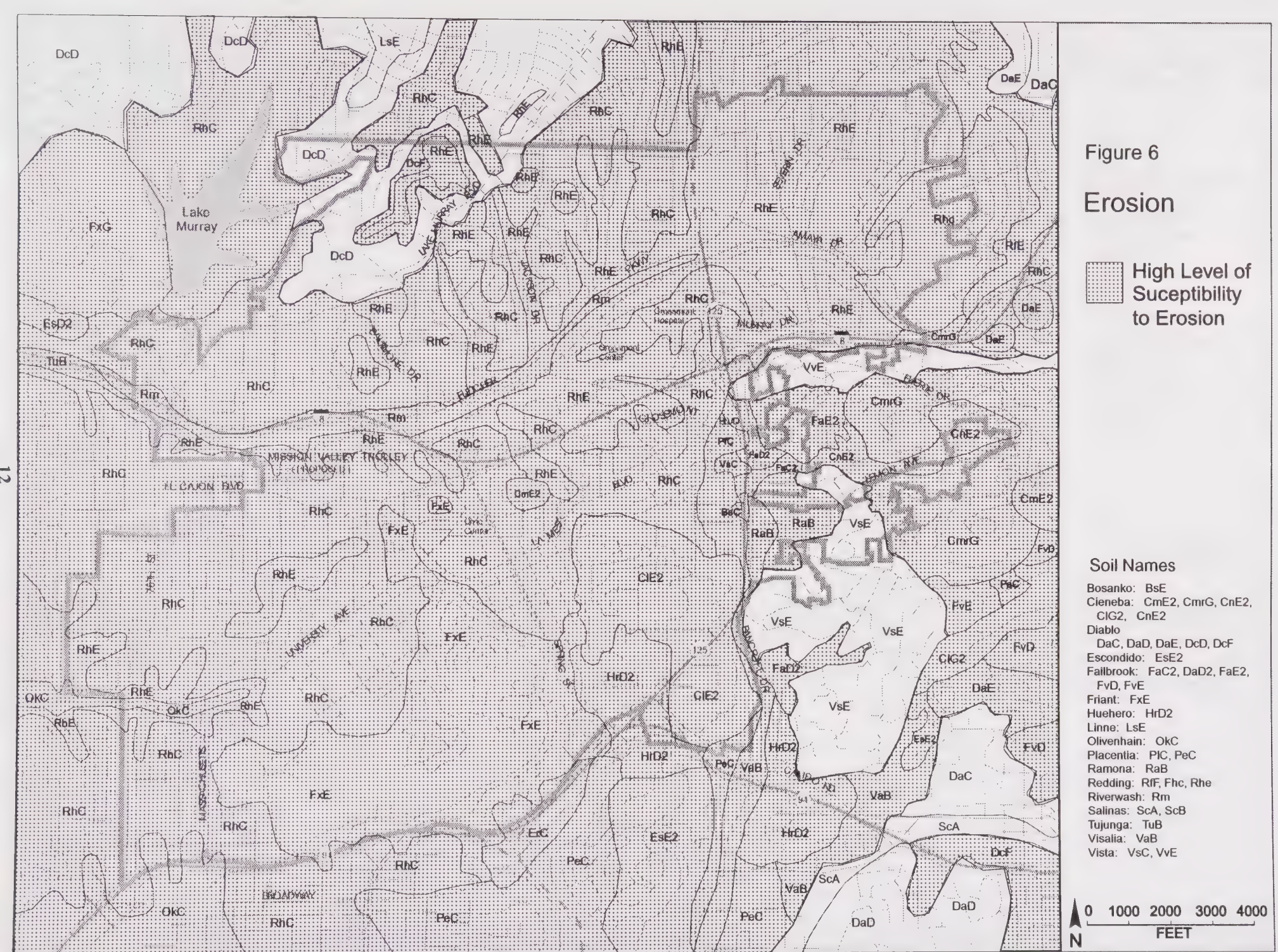
Figure 5
Surface
Runoff
Potential



Soil Names

- Bosanko: BsE
- Cieneba: CmE2, CmrG, CnE2, CIG2, CnE2
- Diablo: DaC, DaD, DaE, DcD, DcF
- Escondido: EsE2
- Fallbrook: FaC2, DaD2, FaE2, FvD, FvE
- Friant: FxE
- Huehero: HrD2
- Linne: LsE
- Olivenhain: OkC
- Placentia: PIC, PeC
- Ramona: RaB
- Redding: RfE, Fhc, Rhe
- Riverwash: Rm
- Salinas: ScA, ScB
- Tujunga: TuB
- Visalia: VaB
- Vista: VsC, VvE





Mitigating Geologic Hazards

A variety of techniques are available to mitigate hazards related to soil. Identification of soil type through soil testing is important. Once the particular characteristic of a soil are known appropriate construction practices can be incorporated into development plans.

Chapter 70 of the Uniform Building Code contains basic regulations governing grading. Regulations include the requirement for a grading plan, the issuance of a permit and inspections during the work. A community can establish more stringent requirements as local conditions dictate. In 1974 the City Council adopted a Grading Ordinance which includes Chapter 70 with additional provisions which address concerns specific to La Mesa. Enforcement of the grading ordinance mitigates hazardous soil conditions.

Expansive soils can be addressed through special foundation construction techniques. Drainage directed away from the structure prevents moisture build-up near the foundation. Removal and replacement with recompacted non-expansive soil is another mitigation technique.

Slope Failure

Slope failure is the movement of soil and rock material down slope. Movement can be rapid as in a landslide or slowly creeping. A slope can become unstable by several techniques common to grading and land development. Removal of material from the bottom steepens the angle of the slope increasing instability. Adding fill at the top of the

slope increases the weight the slope must carry. Water from septic tanks, gutter runoff, irrigation or diversion saturates the slope increasing instability.

Large portions of La Mesa are underlain by sedimentary rock. This rock type is inherently more susceptible to slope failure. Different stability characteristics between layers of sedimentary rock create the possibility of instability, especially when the layering is parallel to the slope. As in-fill development moves into areas with steep slopes, hazard from slope failure increases.

Hazards related to slope failure can be mitigated. Identification of slide prone areas is the first step. Development of areas identified as susceptible to slope failure should be avoided. Modern grading practices can incorporate slope stabilization techniques. Administration and enforcement of a comprehensive grading ordinance is the most important aspect of a slope failure hazard elimination program.

The predominate soil types in La Mesa exhibit shrink/swell behavior, are erosive and are relatively impermeable. Hazards created by this geologic condition must be considered when the City reviews new development proposals.

Safety Policies

2. The City will adopt and implement land use regulations and development standards that will minimize safety hazards and potential property damage due to the effects of naturally occurring geologic formations.

Safety Objective

3. Chapter 14 of the La Mesa Municipal Code sets forth the regulations and standards related to soils investigation and grading. Periodically Chapter 14 shall be reviewed by the Planning Department and amended as warranted to incorporate soil hazard abatement criteria.

Seismic Safety

Safety Goal 4

The City will implement programs and standards to help reduce loss of life and injury, as well as to minimize property damage, in the event of a major seismic event.

Living with earthquake hazards is a fact of life in California. In response, the State Legislature over the years has enacted several pieces of legislation designed to reduce the degree of earthquake hazard experienced by citizens of California. For example, the Field Act, enacted as a result of the 1933 Long Beach earthquake, addresses the safety of public school buildings. Pre-Field Act schools throughout the State have been phased out or replaced as a result of this legislation.

Other legislation targets those areas with known hazard from identified faults. The Alquist-Priolo Special Studies Zones Act of 1972 requires identification by the State Geologist of active fault traces within California cities and coun-

ties. Along the traces of active faults, the Alquist-Priolo Act mandates the adoption of regulations designed to mitigate fault hazard.

Seismic hazard is not, however, confined only to those areas with identified faults. Effects of earthquakes are experienced miles from the active fault. In consideration of this, State law directs all cities and counties to address seismic safety within the Safety Element of the local General Plan. This section responds to the State planning law. It will examine regional seismic hazard based on published material, and evaluate La Mesa's position within the region.

Local Conditions

Several major active faults pass through the Southern California region. They are parallel, trend in a northwest/southeast direction, and display lateral or sideways movement. Although the San Andreas fault is the most notorious, all the lesser known faults are capable of producing damaging earthquakes. The degree of damage experienced region-wide would depend on the strength of the earthquake as well as location of the epicenter.

The following section describes the regional fault patterns. Figure 7 provides a simple comparison of the Richter scale magnitudes with the Modified Mercalli Intensity Scale as a means of describing the effects from earthquakes.

San Andreas

Over 650 miles long, the San Andreas fault runs northwest from the Gulf of California to north of San Francisco Bay. The fault trace in this region runs along the east side of the Salton Sea. The San Andreas fault is the most studied as well as the most active fault in California. Geologists have identified lateral (side-ways) movement of hundreds of miles. The San Andreas fault is the source of two large earthquakes in Northern California, in 1906 a magnitude 8.3 and in 1989 a magnitude 7.1 on the Richter Scale occurred. In Southern California, the Desert Hot Springs earthquake in 1948, measuring magnitude 6.5, was centered on the San Andreas. Numerous smaller

earthquakes have occurred on this fault. Maximum magnitude of future earthquakes centered on the segments of the San Andreas in Southern California could range from magnitude 7.3 to 8.2. A magnitude 8 earthquake on the southern segment of the San Andreas could produce Mercalli intensities of VII to IX in eastern San Diego County and VI to VII in the coastal zone.

San Jacinto Fault

The San Jacinto fault is parallel to and west of the San Andreas. Stretching 125 miles from the Imperial Valley to San Bernardino, The San Jacinto fault cuts diagonally across the northeast corner of San Diego County. Between 1899 and 1979 there have been eight earthquakes

Figure 7

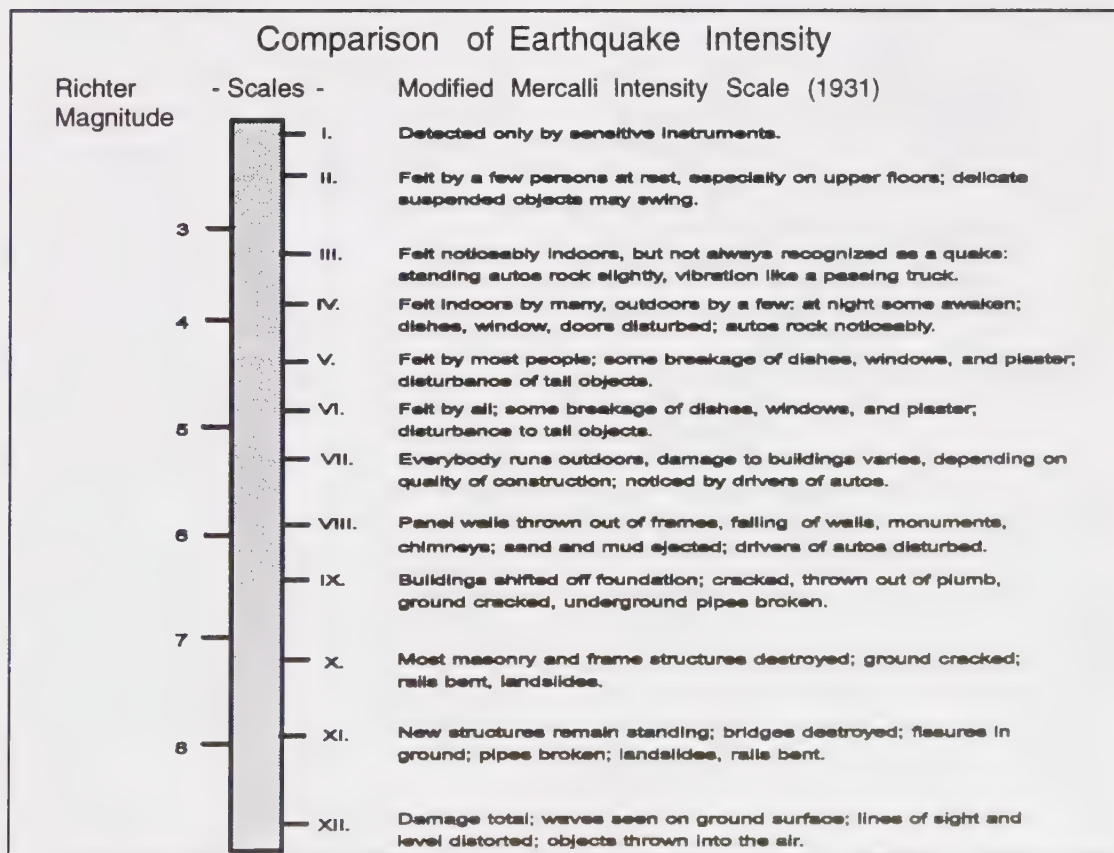
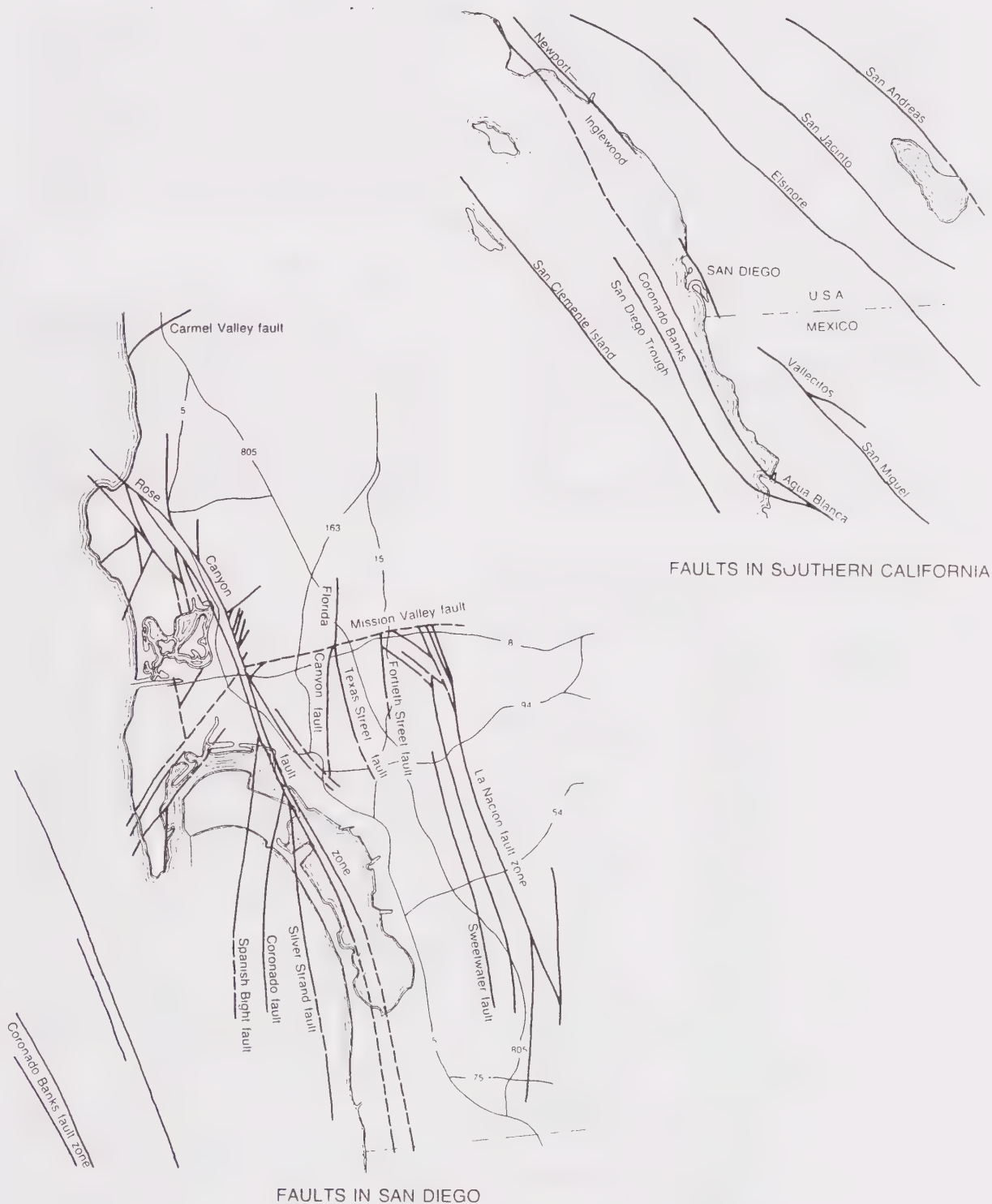


Figure 8



Regional Fault Network

with a magnitude near or greater than 6.0. The San Jacinto fault is the most active fault in San Diego County. Maximum magnitude could range from 6.9 to 7.3. Portions of the San Jacinto are only 60 to 80 miles from San Diego. An earthquake of magnitude 7.0 could produce Mercalli intensities of VI or VII in the coastal areas.

Elsinore Fault

The Elsinore fault, at approximately 135 miles, is the longest active fault in the county. This fault begins near Vallecito in Anza/Borrego, passes through the Julian area, heads northwest past Mount Palomar, into Riverside County. The Elsinore fault was the source of an earthquake with a magnitude of 6 in 1910. Since then, only one earthquake greater than magnitude 5 has been experienced on the Elsinore fault. An earthquake with a magnitude as high as 7 is possible for the Elsinore Fault. An earthquake of this size could cause damage equal to intensity VII or greater.

Rose Canyon Fault

The Rose Canyon fault repeats northwest trending pattern of the faults to the east, only instead of running through sparsely populated mountains and desert, it runs through the densely populated coastal strip. This fault comes on shore at La Jolla, passes to the east side of Mount Soledad, extending south along the I-5 corridor towards the bay and downtown San Diego. The fault consists of several parallel strands that when examined as a group create a fault zone.

In the historic past, earthquakes originating on the Rose Canyon fault have been in the range of magnitude 3 to 4. It is generally agreed that an earthquake of magnitude 6 to 7 is not improbable. An earthquake of this size could create Mercalli intensities ranging from VIII to IX in the urbanized coastal area. While La Mesa would likely be spared the worst, destruction of lifelines and temporary disruption of the general social fabric would have community wide impacts.

Offshore Faults

The sea floor off the coast of Southern California is extensively faulted. Studies of underwater topography reveal numerous basins, steep sided ridges and offshore islands indicative of faulting activities. Maximum probably magnitude for the offshore faults range from 6.0 to 7.7. Mercalli scale intensities as high as VIII could be experienced. An earthquake of this size could cause severe damage in the coastal area. An earthquake centered on any of the offshore faults could also create a seismic sea wave or tsunamis.

The Effects of Seismic Activity

Significant earthquakes originating on local faults are a probability in the San Diego area. Unfortunately, the location, occurrence and magnitude of earthquakes cannot be predicted. The effects of an earthquake can be predicted and steps taken to minimize loss of life and property damage, and to prepare for

emergency needs as a result of a major seismic event. The following section describes the primary and secondary effects of earthquakes.

Surface ruptures and fault displacements occur along the fault trace. Movement is either laterally (sideways) or vertically. Usually only a few inches, but sometimes several feet, of movement can occur. Shifting of the earth can be a slow, continual creep (displacement) or rapid movement resulting from an earthquake (rupture). Structures built across an active fault are susceptible to damage from fault movement. There are no known faults in La Mesa. Damage resulting from surface rupture or fault displacement is not expected. However, an earthquake with significant surface rupture or fault displacement along the Rose Canyon fault would have regional impacts. Regional impacts could include damage to sewer, power and water lines and disruption of the regional transportation network.



By far the greatest seismic hazard is ground shaking, resulting from energy released during an earthquake. The intensity and duration of the seismic event influence the degree of damage. Distance from the epicenter, bedrock and soil characteristics also influence the severity of ground shaking.

Distance mitigates ground shaking originating on the San Andreas, San Jacinto and Elsinore faults. Ground shaking resulting from a moderate earthquake centered on any of these faults might not be detected in La Mesa. Ground shaking would be noticeable in a major event, but damage would be restricted to poorly constructed buildings or structures on unstable soil.

The Rose Canyon fault and the offshore faults are closer. Ground shaking centered on these faults could range from minor to significant depending on the epicenter location and the duration and intensity of the seismic event. Damage to structures resulting from ground shaking would also range from minor to extensive depending on soil stability and the type of construction.

Although ground shaking and surface ruptures are the primary effects of seismic activity, several other related phenomenon are potential seismic hazards. These secondary effects can be as damaging as the earthquake itself. The following section describes the secondary effects.

Liquefaction is a soil phenomenon in which water saturated unstable soil loses its strength when subjected to the forces of intense prolonged ground shaking. Soil liquefaction can magnify ground shaking, induce landslides and cause differential settling of structure

foundations. Loosely structured soil, such as alluvium or improperly compacted fill, are more susceptible to liquefaction. Clay-rich, well compacted soils are less susceptible. Deep unconsolidated soil combined with a high water table, increase the risk of liquefaction hazard.

Portions of La Mesa are underlain by the Santiago Peak Volcanics or the granitic rock of the southern California batholith. Where these geologic formations are present, bedrock is close to the surface, soils are shallow and fairly fast draining. These areas are relatively free from hazards related to liquefaction. Most of La Mesa is underlain by sedimentary rocks of the marine terraces. Soils developed from these rocks are clay rich and fairly well consolidated. However, pockets of less consolidated material are present. In addition, in some areas an impermeable hardpan layer traps and holds water close to the surface.

A key factor in evaluating liquefaction hazard is the degree of soil saturation. Dry soil is inherently more stable than wet soil because water acts as a lubricant. Information on groundwater depths in La Mesa is limited. The presence of subsurface springs indicates that water is close to the surface, at least in localized areas. It is more likely that throughout most of La Mesa groundwater is not naturally abundant. However, more information is needed about the nature of the subsoil and the presence of groundwater before an accurate assessment of liquefaction hazard can be made.

Tsunamis are seismically induced ocean waves. Destructive forces resulting from tsunamis can range from negligible to substantial. La Mesa's location



and elevation mitigate the tsunamis hazard experienced by low elevation coastal areas. However, regional hazard remains. The potential for disruption of life lines and transportation networks in coastal areas could have region-wide impact.

Seiches and surges are the oscillation of water within a confined basin, such as a lake, river or bay. Imagine liquid sloshing when a glass is shaken. On a much larger scale, this same phenomenon causes seiches and surges. Duration ranges from a few minutes to several hours after the initial shock. Flooding can result as waves run up on the lake shore. Steel water tanks have been damaged by the force of seismic induced water surges. Water bodies in La Mesa which could be subjected to seiches or surges are Lake Murray, Lake Helix, and the lake behind Anthony's restaurant. Enclosed reservoirs and water tanks related to area-wide water distribution service could also be affected, as well as public and private swimming pools.

Fire is often a secondary effect of an earthquake. Damaged power lines, gas mains and electric or gas equipment can start fires. Effort to put fires out can be hampered by broken water mains or damaged fire fighting equipment.

Flooding can result from seismic activities. In its most dramatic form, flooding threatens lives and properties in areas downstream from a seismically induced dam failure. More likely, however, is property damage related to flooding caused by broken water and sewer pipes.

An earthquake can trigger slope failure. Sedimentary rock is at risk for slope failure resulting from the layered nature of this rock type. Sliding can occur along transition areas of sedimentary rock with different stability characteristics.

Reducing Seismic Risk

The Uniform Building Code assigns four seismic zone designations based on the degree of earthquake hazard. Minimum structural requirements increase as level of risk increases. Zone 3 implies high degree of risk, although not as high as Zone 4. Zone 4 is applied in areas close to major faults. The urbanized western portion of San Diego County is designated Zone 3 in response to the perception of a lesser degree of hazard. The eastern more rural section of the County is designated Zone 4 to reflect a greater degree of hazard from the Elsinore, San Jacinto and San Andreas faults. Recent information about the Rose Canyon fault shows a higher degree of activity than was previously believed. An

upgrading of the coastal areas of San Diego County, from seismic Zone 3 to Zone 4 may result. Compliance with the more stringent requirements of Zone 4 increase construction cost between one and five percent.

There are three categories of risk from seismic hazard. These are, risk to the public of injury or death, risk of damage to property and risk of social disruption. Mitigation of these risks is a public agency responsibility requiring identification of an acceptable level of risk and development of a risk mitigation program.

The concept of acceptable risk recognizes there are varying degrees of risk inherent in all human activities. Administration of hazard mitigation programs balance the social and economic cost of hazard elimination against the probability that the hazard will occur. Hazard with a high probability and with severe impacts on society demand the attention of the community. Those hazards which occur infrequently or impact a small number of people are less important. Earthquakes occur infrequently. The consequences of a major earthquake could however, be extremely disruptive.

Assignment of local resources to seismic hazard elimination requires establishment of priorities. The first priority must be the protection of the public from injury and death. Protection of property is a second priority. Elimination of social disruption is less important at the local level.

Protection of the public from injury and death primarily involves the identification and elimination of hazardous structural conditions. Voluntary versus involuntary risk play a role in setting

priorities for unsafe structure elimination. Public buildings not occupied by choice, such as hospitals, schools and buildings used for public assembly should sustain very low levels of risk. Buildings housing disaster response functions should also be viable after a severe earthquake. Single family dwellings, which are the majority of structures in the city, can tolerate a higher level of risk due to the voluntary nature of the occupancy.

The La Mesa General Plan Safety Element can provide policy guidelines in the area of seismic safety. Policies requiring the implementation of the Uniform Building Code will reduce seismic risk for new construction. Identification and upgrade of public buildings which are hazardous due to outdated construction methods and materials will reduce risk for existing facilities. Development of an earthquake preparedness plan and dissemination of earthquake safety information will reduce risk within the community.

Safety Policies

4. The City will establish and implement regionally accepted building codes and standards to minimize personal injuries and property damage resulting from a major seismic event.

5. To minimize the impacts from a major seismic event, the City will support programs which raise public awareness about earthquake safety and provide procedures and staff support for effective community response to a major seismic event.

Safety Objectives

4. All City structures necessary for the effective response to a seismic disaster will be improved to withstand the effects of a probable earthquake.

5. In anticipation of possible State regulations concerning unreinforced masonry buildings, the Building Department will prepare and maintain an inventory of all such buildings in the City. Owners of unreinforced masonry buildings shall be encouraged to upgrade their properties to ensure seismic safety.

6. The Building Department will develop a system for identifying places of public assembly or for storage of hazardous materials which may need upgrading to withstand a seismic shock. Property owners and occupants shall be encouraged to make improvements which would ensure structural integrity in the event of an earthquake.

Fire Safety

Safety Goal 5

The City will maintain programs and facilities needed to minimize the risk from fire hazards in the community.

State law mandates policies related to fire hazard in the Safety Element of the General Plan. The purpose is a reduction in the exposure to fire risks experienced in urban and rural areas throughout

the state. In rural areas the emphasis is on reducing fire loss related to wildland fires. In urban areas structural fire protection is emphasized.

These two types of fire combined with disastrous consequences in June of 1985 in the Normal Heights fire. One hundred homes were destroyed or damaged by an arson fire started in a canyon, expanding rapidly to structures along the canyon rim. This fire raged out of control until aircraft typically used in a forest fire was brought in. Fires like Normal Heights and all other fire hazard experienced by a community create the need to address fire safety in the General Plan.



Local Conditions

Wildland fires occur in rural areas but can also occur where development interfaces with undeveloped areas. When La Mesa was less developed wildland fires were more common. Today, La Mesa is an urban community. There are however areas remaining which present a wildland fire hazard.

Keeney Street canyon south of Interstate-8 is one such area. Eastridge and portions of Mount Helix are also at risk. Characteristic shared by these areas are limited access, steep terrain, thick vegetation cover and deficient hydrant spacing and water pressure.

The primary cause of fires in urban areas is carelessness. Mishandling of flammable liquids, matches, candles, and smoking material, blocked furnace vents, and grease fires in the kitchen are examples. While public education programs are important in reducing the incidence, these types of fires will continue to occur.

Arson fire is a problem in other areas. Because of the primarily residential and middle class nature of the community, arson is not a significant cause of fires in La Mesa.

Response to Fire Hazards

The Uniform Fire Code sets standards governing the use of property from a fire safety perspective. Setbacks, access, building material and design, building occupancy, and the use and storage of hazardous materials are examples of regulations found in the Uniform Fire Code.

In addition to the Uniform Fire Code, the La Mesa Municipal Code includes a section on fire regulations specifically applicable in La Mesa. Enforcement of fire code regulations mitigates fire hazard in the community.

Adequate fire protection services, including manpower, equipment and facilities reduce fire hazard. La Mesa's Fire Department achieves an ISO rating of 2 signifying a well equipped and well trained fire response service.

Adequate "fire flow" is the amount of water delivered by the hydrant. La Mesa is well served by the Helix Water District. The minimum fire flow in single family residential areas is 1,000 gallons per minute. Most hydrants in the city can deliver the minimum flow. Fire flows are required to be higher in commercial and high density residential areas. This is achieved by the increased size of water mains serving these areas and by combining hydrant flows.

Fire hydrant spacing is important. The maximum distance permitted between hydrants in single family residential areas is 500', placing every home within 250' of a hydrant. In commercial and high density residential areas the hydrant spacing requirement is reduced to 300' or less based on the type of development. Installation of a hydrant as a condition of development approval is a standard practice.

Installation of fire sprinklers in large or multi-story structures is effective. New construction of nonresidential facilities over 12,000 square feet or 3 stories require the installation of sprinklers.

Adequate access for fire equipment and personnel is required. Minimum access for private easements is 14' for a single dwelling. Access to multiple dwellings and fire lanes serving commercial establishments are required to be 22'

of unrestricted width. A turn around is required at a maximum of 150' or less if topography or building arrangement warrant it.

Fire safety inspection of commercial and industrial facilities is affective. An on-going inspection program targets new as well as existing businesses. Identified fire safety violations are corrected and reinspected.



Around undeveloped and open space areas the selective clearing and thinning of overgrown vegetation reduces fire risk. Native chaparral species as well as non-native grass species are relatively less fire resistant. Replacement plantings using fire resistant species along the interface between developed and undeveloped areas reduces wildland fire hazard.

Public education is perhaps the most cost effective fire hazard reduction tactic. For example, the expanded use of home smoke detectors has cut the national fire related death rate in half. Other topics for public education include the safe storage of flammable materials, and

the need for brush and weed abatement. La Mesa's fire safety public education program focuses on all segments of the community to increase fire safety awareness of every citizen.

La Mesa is almost entirely built out; therefore, concern for fire safety is centered on the City's many structures. Fire safety inspection programs help reduce fire hazard in commercial areas, but an on-going public education program is needed to reduce fire risk in residential structures.

Safety Policies

6. The City will continue to implement programs which will help to prevent the occurrence and magnitude of fire hazards in La Mesa.



Safety Objectives

7. Chapter 11 of the La Mesa Municipal Code sets forth design regulations and standards related to fire safety. The Fire Department shall periodically review Chapter 11 and amend it as warranted to effectively regulate new conditions, materials and land uses.

Disaster

Preparedness

Safety Goal 6

To establish and maintain programs which will raise citizen awareness about the benefits from disaster preparedness and which minimize loss of life, injuries, and damage to property in the event of a natural or manmade disaster in La Mesa.

Daily it seems, disaster occurs somewhere in the world. An airplane crash, an earthquake, an oil spill, fire, famine and flood are in the news on a regular basis. Most people will live all of their lives without being touched by disastrous events. Others however will not be so lucky. The basic tenet of disaster preparedness is that there is limited control over the occurrence of a disaster, but response to a disaster can be controlled. Impacts are mitigated through anticipation and preparation.

Regional Coordination

The foundation of disaster response planning is a mutual aid system involving local, state and federal agencies. Mutual aid ensures that adequate resources and support are available to jurisdictions coping with the results of a disaster. A hierarchy of authority is established which coordinates the flow of aid as needed while retaining local jurisdictional responsibility and control.

Primary focus of regional disaster preparedness is on earthquake response. A powerful earthquake having region-wide impacts would severely test response capabilities of the region. The County Office of Disaster Preparedness, in cooperation with the State Office of Emergency Services, is responsible for regional coordination of earthquake response. Annual training exercises simu-

late a hypothetical earthquake incident. Local agency participation is encouraged. Post exercise assessment identify future training and coordination needs. The Office of Disaster Preparedness is also responsible for regional coordination of all other types of emergency response.

Local Disaster Planning

The City Council has adopted a La Mesa Emergency Plan. The plan describes a comprehensive emergency management system for response to natural and man-made disasters. Lines of authority and operational responsibilities are identified. A framework for the continuity of government and maintenance of city services is outlined. The Emergency Plan provides city staff with the basis for an effective response in the event of a local or region-wide disaster.



In addition, in conjunction with community volunteers and the San Diego Unified Disaster Council, the City's Fire Department has developed the "La Mesa Survive" program. This public information program provides a valuable reference tool for quick response and preparations needed for La Mesa residents to be well prepared if a major disaster affected the City.

Safety Policies

7. The City will be prepared for disastrous events through advance planning, disaster preparedness programs and regularly conducting emergency simulation exercises.

Safety Objectives

The Fire Department will present at least one public awareness program or emergency response exercise each year to keep the community alert to the most current programs and technology available for citizens to effectively respond to a major disaster.

Hazardous Materials

Safety Goal 7

To minimize community health risks from hazardous materials or the costly contamination clean-up expenses due to improper use or release of hazardous materials into the environment.

Since the Industrial Revolution, and especially since the end of the Second World War, the number of new chemicals and industrial processes used to manufacture everyday consumer products has exploded. In 1940, it is estimated that the United States manufactured about 1 billion pounds of synthetic organic chemicals. By 1950, this number had increased to 30 billion pounds. In the 1970's, 300 billion pounds of synthetic organic chemicals were manufactured to produce a myriad of consumer goods including, fabrics, paints, plastics, pesticides and pharmaceuticals. Many of these new processes and products, while raising the standard of living, are potentially hazardous to humans and the environment, either from the mishandling of materials used in manufacturing or the resulting waste.

As the number of hazardous substances grows, the laws regulating these materials have become increasingly comprehensive and complex. Since the late 1960's both the Congress and the State Legislature have enacted laws aimed at protecting the public from the mismanagement of hazardous substances.

Federal Regulations

Three laws enacted by Congress in the mid-1970's, form the basis for a national policy related to management of hazardous substances. The Toxic Substances Control Act (TOSCA) has been characterized as a first attempt to subject the chemical industry to federal regulatory oversight. The Environmental Protection Agency (EPA) is responsible for

implementation. TOSCA gives EPA authority to regulate the manufacture and use of thousands of existing and newly developed chemicals. Substances with high risk characteristics, which clearly outweigh the benefits can be banned, or in the case of a new compound, prevented from coming to market.

The Federal Resource Conservation and Recovery Act (RCRA) was enacted to address waste management issues. A portion of the law covers hazardous waste disposal. RCRA establishes a "cradle-to-grave" management system with requirements for record keeping, reporting, transportation, treatment, storage, and disposal. As hazardous waste moves through the system, it is tracked by a manifest system. The goal of RCRA is establishment of a minimum federal standard for hazardous waste management. States are permitted to enact higher standards, but in the absence of tougher state standards the federal minimum standards apply.

A third federal law addressing hazardous materials is the Hazardous Materials Transportation Act. This law authorizes the federal Department of Transportation to regulate packing, handling, labeling, marking, placarding and routing of hazardous materials.

These three laws form the backbone of the federal management of management of hazardous materials and hazardous waste. Amendments to these laws, as well as additional legislation, such as the "Superfund" hazardous waste site cleanup and laws regulating underground storage tanks, support and



strengthen federal commitment to protection of the public health and the environment from the impacts of improper handling of hazardous substances.

State Regulations

California has shown leadership in the enactment of laws related to hazardous materials and hazardous waste. The Hazardous Waste Control Law (HWCL), enacted in 1972, provided a model for the hazardous waste sections of the federal RCRA. This law establishes, at the State level, a "cradle to grave" regulatory framework for management of hazardous waste.

In 1986, the Hazardous Waste Management Act was enacted, directing the State Department of Health Services and the State Water Resources Control Board to promote reductions in hazardous waste generation through recycling and treatment. This law represents a shift in focus from management of hazardous waste at the "end of the pipe", to a more comprehensive management plan. Subsequent legislation addresses the need for

technical and financial assistance to business investment in new technology to promote the reduction, recycling and treatment of hazardous waste.

Also enacted in 1986, the Hazardous Materials Storage and Emergency Response legislation, mandates local regulatory control over the storage of hazardous materials, as well as local emergency response planning. All businesses which handle hazardous material and hazardous waste are required to submit a "Business Plan" which contains detailed information about the type and amounts of chemicals at the site and the amounts of hazardous waste generated. Threshold quantities which trigger the requirement for a business plan are, 55 gallons of a liquid, 500 pounds of a solid, and 200 cubic feet of a compressed gas. The business plan must be update when there is any change in conditions and must be recertified annually. Business plans are on file and available for public inspection at the Hazardous Materials Management Division of the San Diego County Health Department.

The Hazardous Materials Storage and Emergency Response law also mandates preparation of a local Emergency Response Plan based on information provided in the business plans. This law establishes a regulatory framework for the management of hazardous substance at the local level.

Other state laws which address hazardous substances include a state program for clean up of contaminated sites, regulation of underground tanks, water quality control, transportation of hazardous substances and management of household hazardous waste.

Of special significance to local jurisdictions is another state law enacted in 1986. The Tanner Bill (AB 2948) creates a local planning process designed to make each county responsible for managing hazardous waste generated within its borders. The process is also intended to foster cooperation among counties by encouraging coordinated planning and siting efforts to meet regional hazardous waste treatment and residuals disposal needs.

Under the Tanner Bill, each county is required to prepare a County Hazardous Waste Management Plan. The plan must address the following issues:

- Hazardous waste generation
- Potential to recycle and reduce hazardous waste generation
- Existing treatment facilities
- Potential for expansion of existing treatment facilities
- Identification of siting criteria for new hazardous waste treatment facilities.

Goals and policies related to hazardous waste management are also included in the plan. Each County's Hazardous Waste Management Plan must be incorporated in to its General Plan or be adopted by ordinance. Each City within the County may either adopt the plan as part of its General Plan, adopt the plan by ordinance or adopt a city specific Hazardous Waste Management Plan.

The San Diego County Hazardous Waste Management Plan was developed as a collaborative effort on the part of the County, the San Diego Association of Governments, the 18 incorporated cit-

ies, industry representatives, environmental groups, the Department of the Navy and the public. Extensive opportunity for public review and comment was given on the draft plan, prior to submittal of the final draft to the State Department of Health Services (DOHS). The San Diego County Hazardous Waste Management Plan has been approved by the State DOHS and is therefore considered an acceptable response to the Tanner Bill.

With the DOHS approval, local agencies are required to take the following steps toward creating a Final Hazardous Waste Management Plan:

- Adopt a policy to consider the data, policies and recommendations of the San Diego Hazardous Waste Management Plan in evaluating applications for facility siting.
- Adopt the siting criteria in the San Diego County Hazardous Waste Management Plan for use in evaluating facility applications.
- Use the general areas identified in the San Diego Hazardous Waste Management Plan as the basis for accepting facility applications.
- Adopt the model Conditional Use Permit, or other equivalent procedural means, for processing and evaluating facility permits.
- Consider approval and use of the Southern California Hazardous Waste Management Plan and inter-governmental agreements and incentive programs in evaluating applications in facility siting.

Local Regulations

The California Department of Health Services is the lead agency implementing State and Federal regulations related to management of hazardous materials. The County of San Diego Department of Health Services, Hazardous Materials Management Division (HMMD) is the lead agency for implementation of State and Federal law at the local level. The mission of the HMMD is to document the use and storage of hazardous substances and provide comprehensive regulatory oversight to protect the public health and the environment.

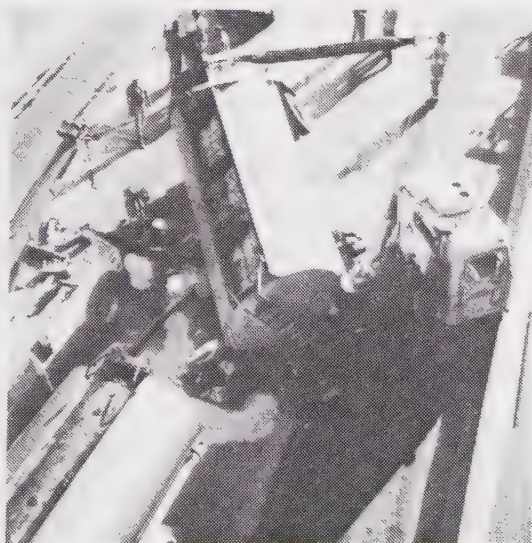
Several other agencies are involved at the local level in hazardous materials management. The Combustible, Explosive and Dangerous Materials Inspection Program is staffed by the City of San Diego Fire Department. The regional HAZMAT Incident Response Team, a cooperative effort between the San Diego Fire Department and the Hazardous Materials Management Division responds to hazardous material incidents region-wide. The Air Pollution Control District, the San Diego Regional Water Quality Control Board and local sanitation districts are also involved in hazardous materials and hazardous waste management.

Sections of the Uniform Building Code and the Uniform Fire Code regulate the use and storage of hazardous substances. These codes are adopted and enforced by local jurisdictions to set a minimum standard for building and fire safety. The Building Code sets forth criteria for construction of buildings were

hazardous substances are handled, including a requirement for "control areas" which separate and contain operations involving hazardous substances.

The Fire Code calls for Hazardous Materials Management Plans (HMMP) to be submitted by businesses handling hazardous substances. Site plan, building plan, type and amount of hazardous substances, chemical compatibility, separation, monitoring, inspection, record keeping, and employee training must be specified in a written plan. This is similar to the requirements of the State mandated business plan. A business plan is accepted by the La Mesa Fire Department as a substitution for the HMMP.

Local zoning ordinances and municipal codes are an additional source of regulatory control of hazardous substances. Zoning ordinances can restrict to certain areas, or prohibit all together, businesses which handle more then thresholds amounts of hazardous materials.



The California Health and Safety Code defines hazardous materials as, "any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the work place or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the work place or the environment."

The Code of Federal Regulations defines fourteen categories of hazardous materials. These are divided in to physical hazard and health hazard as follows:

- Physical Hazards
- Explosives or Blasting Agents
- Compressed Gas
- Flammable and Combustible Liquids
- Flammable Solids
- Oxidizers
- Organic Peroxides
- Pyrophoric Materials (ignites spontaneously)
- Unstable (Reactive) Materials
- Water-reactive Materials
- Cryogenic Fluids (produces extremely low temperatures, refrigerant)
- Health Hazards
- Toxic or Highly Toxic Materials
- Radioactive Materials
- Corrosives

- Other Health Hazards

The degree of hazard presented by the materials listed above depends on several variables. These are, the chemical and physical properties of the material, the amount and concentration of the material, the use, activity or process involving the material and the surrounding conditions. Regulating authorities consider these variables when reviewing businesses involved in the production or use of hazardous materials. In California, the threshold above which regulatory oversight is required is 55 gallons of a liquid, 500 pounds of a solid and 200 cubic feet of compressed gas.

Hazardous Waste Management

As noted in the County Hazardous Waste Management Plan, environmental management efforts have traditionally been focused almost completely on regulation of "end-of-the-pipe" pollution, rather than prevention of pollution. Federal and State budgets for environmental protection of air, water and land consistently designate greater than 99% of financial resources to pollution control after waste and pollution has been generated. The Tanner Bill recognizes that an important part of the strategy for hazardous waste management planning is the reduction of the amount of hazardous waste that needs disposal.

The hierarchy for preferred hazardous waste management technologies is listed in Figure 9. Waste Reduction Reduced generation of hazardous waste at the source is the preferred method be-

cause it eliminates or minimizes the problem and risk altogether, and avoids the need for further handling. On-site and off-site recycling, recovery and reuse are next in priority. These methods will still produce hazardous residuals which will require disposal. The third priority is the on-site or off-site treatment of hazardous wastes. Those treatment techniques generally result in some releases to the air or water, and also require disposal of residuals. Land disposal facilities will continue to be necessary for managing residuals of treatment technologies.

On-site managing of hazardous waste is generally preferred to off-site handling. On-site management avoids or minimizes the risk and decreases the cost involved in the transportation of hazardous materials, and reduces the need to establish difficult to site hazardous waste disposal facilities.

Hazardous Waste Minimization

Waste minimization is the first priority in the hazardous waste management hierarchy. Reduction in the generation of hazardous waste will, in turn, reduce the need for treatment, storage, and disposal of hazardous waste. Waste minimization techniques focus on source reduction and recycling activities that reduce the volume or toxicity of the waste. Generally, waste minimization techniques can be grouped into four categories:

- Inventory management and improved operations.
- Modification of equipment.
- Production process changes.
- Recycling and reuse.

Siting and Permitting of Hazardous Waste Facilities

Siting hazardous waste treatment facilities is a public process that must weigh economic with health and environmental concerns. The San Diego Hazardous Waste Management Plan and this Safety Element propose strategies which balance public participation and full disclosure with local governments responsibilities to meet the environmental, public health and economic needs of its citizenry.

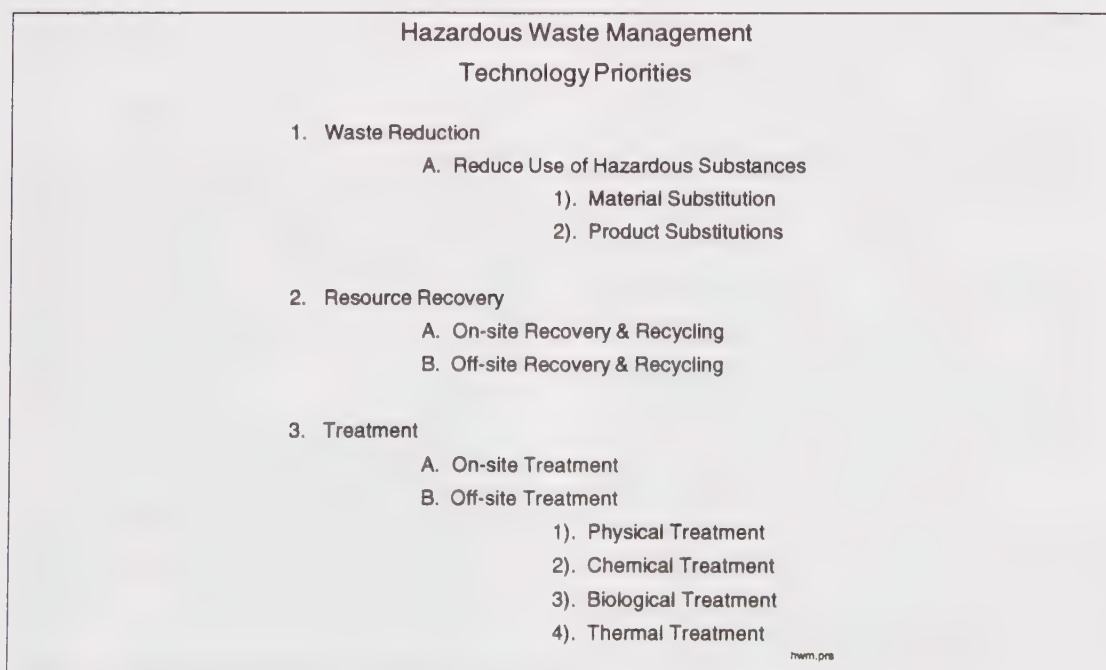
The siting criteria developed for the San Diego Hazardous Waste Management Plan, and included by reference in this element, will be used to assess the appropriateness of a site or area for a hazardous waste facility. The objectives of these criteria are to:

- Protect the health and safety of the residents of San Diego County.

- Ensure the structural stability of the facility.
- Protect surface water quality.
- Protect groundwater quality.
- Protect air quality.
- Protect environmentally sensitive areas.
- Ensure safe transportation of hazardous waste.
- Protect the social and economic development goals of the County.

The selection of a suitable location and appropriate conditions for a hazardous waste facility is the product of a four-way consideration involving the developer, the community, the State and local regulatory agencies, and the local government. The following sections describe how the four interact and cooperate as necessary to ensure that new facilities are sited in appropriate locations.

Figure 9



1. Agency Roles

The Tanner Bill requires each jurisdiction with a pending application to appoint a Local Assessment Committee (LAC) to evaluate facility projects. Under the law, the LAC has broad authority to negotiate with the project proponent, represent the interests of the public, receive and expend funds from technical assistance grants, and advise the legislative body on the conditions agreed to with the proponent. At the State level, the review function of the LAC must be coordinated by the Office of Permit Assistance (OPA). The OPA has responsibility for assisting in convening meetings and hearings, encouraging joint review and processing of applications, and mediating disputes. City staff will oversee the environmental review under CEQA and draft use permit conditions and recommendations for consideration by the City Council.

2. Role of CEQA

The California Environmental Quality Act (CEQA) provides a framework for evaluating facility proposals by requiring agencies to identify environmental impacts and to observe strict deadlines in analysis. CEQA places strong responsibility on the City to consider alternatives and to take into account public comments.

3. Local Land Process

Conditional use permits are mentioned in the State guidelines as a decision making tool suitable for regulating hazardous waste facilities. This is because conditional use permits are typically required for uses with unusual site development features or operating characteristics

which call for special design and operating conditions to insure compatibility with surrounding uses. It should be noted that the approved siting criteria in the San Diego Hazardous Waste Management Plan will likely make it very difficult for a hazardous waste facility to ever be established in La Mesa.

Fair Share Concept for Siting Regional Hazardous Waste Facilities

The San Diego Hazardous Waste Management Plan proposes the use of a fair share formula for cooperating with other southern California counties in siting regional hazardous waste treatment facilities. This formula has been developed and promoted by the Southern California Hazardous Waste Management Authority (SCHWMA) as a logical and economical way of dealing with the State requirement that each county provide waste treatment facilities for waste generated within their jurisdiction. The San Diego Hazardous Waste Management Plan notes that it would not be economical for each county to provide its own waste treatment facilities in all instances. Therefore, the fair share formula was developed to be guided by the following principles:

1. Every county and city in the region will accept responsibility for the management of hazardous wastes in an amount proportionate to the hazardous waste generated in the county or city.

2. Each county shall meet its obligation in managing hazardous waste either by siting facilities or by entering into intergovernmental agreements with other counties to site facilities.

3. SCHWMA encourages the siting of treatment facilities where there is substantial unmet need for the type of treatment a facility would provide. SCHWMA will consider the relative risk of waste type and treatment methodology in the fair share allocation of facilities.

4. The minimum fair share responsibility for each county shall be to have some combination of facilities within the county and intergovernmental agreements which will equal the county's off-site hazardous waste generation.

5. The maximum fair share responsibility for each county will be to have facilities sited within the county that equal the off-site waste generation of the county. The county may choose to site facilities in excess of the that county's off-site waste generation.

6. The SCHWMA will assist and support local government siting of facilities consistent with the first five fair share principles.

7. Fair share determination is dynamic and will change based upon economic growth, progress in waste minimization, technological advancement, and progress in siting facilities. The fair share determination for each county shall be made annually.

Household Hazardous Waste

While the vast majority of hazardous materials are used by industries as part of their manufacturing process, a significant part of the hazardous waste stream is produced by households that use and then discard cleaner, pesticides, paint products, automotive products, hobby products and other toxic substances commonly found in households. These materials and wastes are significant because

they have the potential to cause physical injury and environmental damage in their use and disposal. When these materials are disposed of improperly in the municipal refuse or sanitary sewer system, they have the potential to harm refuse workers and to contaminate landfills, the underlying groundwater and other environmental media.

State law mandates that local jurisdictions plan for the management of household hazardous waste. This is accomplished by the Household Hazardous Waste Element of the countywide Integrated Waste Management Plans. The City of La Mesa has completed a draft of its Household Hazardous Waste Management Element. This document will be forwarded to the County of San Diego for incorporation in the Integrated Waste Management Plan.

The San Diego region has established a successful household hazardous waste collection program. Collection events at locations throughout the county allow residents and small businesses to dispose of household hazardous wastes in a responsible manner. Collection events are held in La Mesa several times a year.

Local Responsibilities

The City of La Mesa is sensitive to the risks involved with hazardous materials stored in or transported through the City. The City is also aware of its obligations under State Law to protect its citizens from hazardous materials while providing reasonable methods for the management of hazardous materials through the proper use, storage and dis-

posals. Policies and ordinances will continue to change to provide reasonable guidelines for businesses which use potentially hazardous materials.

In response to State mandate, the City participated in a regional effort coordinated by the County of San Diego to prepare a Hazardous Waste Management Plan. This plan has been approved by the State Department of Health Services and has been adopted by the County of San Diego as a portion of its General Plan. This regional plan now provides the basis for local policies and ordinances dealing with hazardous waste.

The County's Hazardous Waste Management Plan is a valuable reference resource regarding hazardous waste management. Relevant portions of the County's plan have been incorporated by reference into La Mesa's General Plan. A complete copy will be kept on file in the Community Development Department for public review.

Under the Tanner Bill, the City of La Mesa has a responsibility to do one of the following:

A. Adopt, as part of the city's general plan, a City Hazardous Waste Management Plan which incorporates appropriate portions of the County Hazardous Waste Management Plan.

B. Adopt an ordinance which requires all land use decisions to be consistent with the County Hazardous Waste Management Plan

C. Adopt an entirely new City Hazardous Waste Management Plan from scratch.

Since city staff was active in the cooperative effort to develop the County Hazardous Waste Management Plan, and the City Council reviewed and concurred

with the County plan prior to its submission to the State DOHS for approval, the City has determined that the first option is the most appropriate.

Goals and policies related to the management of hazardous materials and hazardous waste are included in the Safety Element of the General Plan. The Safety Element will therefore serve as the City's Hazardous Waste Management Plan.

In addition to the Hazardous Waste Management Plan, the City is required to specifically address methods used for handling household hazardous waste as required by AB 939. The City has adopted a Household Hazardous Waste Element as part of its Integrated Waste Management Plan, which provides the background and support data for the related policies in this element of the General Plan.



Safety Policies:

8. The City will cooperate with regional efforts to establish a system for managing hazardous materials, including wastes, to protect public health safety and welfare, while maintaining the economic viability of the City and the San Diego region.

9. The City will ensure that an accurate information system is established to monitor hazardous materials which are generated, handled, stored, treated and transported within La Mesa.

10. The City will confine the storage of large quantities of hazardous materials used in commercial or industrial activities to appropriate areas of the City as designated in the Land Use Element and confirmed by a public review process.

11. The City will allow the continued usage of potentially hazardous materials typically found in service commercial activities (i.e. dry cleaning fluids, automobile fuels etc.) in commercial developments approved through the City's use permit process as outlined in the Zoning Ordinance.

12. The City will implement the programs outlined in the Household Hazardous Waste Element of the City's Integrated Waste Management Plan.

13. The City will support programs which will encourage businesses to use alternatives to hazardous materials or reduce the creation of hazardous waste, thereby addressing the long-term management of these materials through minimization.

14. The City will support and use the hazardous waste facility siting criteria contained in the County of San Diego's Hazardous Waste Management Plan.

15. The City will continue to support or participate in programs which will ensure the safe transportation of hazardous materials within La Mesa City Limits such as:

a) State agencies which inspect and regulate vehicles used to transport hazardous materials on the public rights-of-way.

b) Designation of streets as Commercial Routes, and the provision of adequate maintenance for the safe passage of all types of vehicles.

c) The regional Hazardous Incident Response Team which supports local jurisdictions in dealing with accidents involving hazardous materials.

16. The City will continue to maintain and enforce local ordinances which regulate smoking in public places as a means of protecting its citizens from adverse affects of secondary smoke.

Safety Objectives:

9. The Community Development Department will make appropriate changes to the Zoning Ordinance establishing the criteria for collecting, transporting, treating and storing potentially hazardous materials.

10. The Fire Department, Public Works Department and the Community Services Department will review City operations involving hazardous materials. Wherever possible the hazardous materials will be eliminated through substitution or changes in procedures. The program shall also include provisions for monitoring City compliance with appropriate handling and disposal procedures.

11. The Community Services Department will develop public education programs as a means of source reduction, recycling and preventing accidents involving hazardous materials and waste.

both inside and outside the City Limits. Of particular concern are drug, "gang" and other crime related activities which could threaten the peaceful living environment desired for La Mesa. The City will take all reasonable steps to protect the community from criminal activity.

Safety Policies

17. The City will maintain public safety services at levels necessary to protect its citizens.

18. The La Mesa Police Department will continue to participate in cooperative activities with area law enforcement agencies as a means of combating regional or subregional crime activities.

Citizen Safety

Safety Goal 8

To continue to make La Mesa a safe and secure community in which to live, work, play and attend schools.

The City of La Mesa recognizes its geographic location as part of the larger San Diego metropolitan area. As a result, residents and businesses may be affected by undesirable elements from



Implementation Programs

Flood Hazard

1. Hazard Identification

The Public Works Department and the Community Development Department shall continue to maintain maps which delineate those areas of the City subject to inundation, and develop programs to reduce flooding hazards to residents and property.

2. Insurance

The City shall continue to participate in the Federal Flood Insurance Program.

Geologic Hazards

3. Grading Permits

Grading permits shall continue to be required as outlined in the La Mesa Municipal Code.

4. Hazard Identification

The Building Division shall continue to maintain a map of identified soil hazard areas.

5. Preventive Site Design

The Planning Division shall continue to apply principles of good site design and Zoning Ordinance provisions to minimize grading on properties with slopes greater than 25%.

Seismic Safety

6. Preparedness Program

The City of La Mesa shall undertake a program of earthquake preparedness as a component of its "La Mesa Survive" disaster response program.

7. Public Education

The City shall expand its public education efforts in the area of earthquake preparedness in an effort to reach all residents and businesses in the City.

8. Code Compliance

The City shall continue to adopt the most recent editions of the Uniform Building Code, Uniform Plumbing Code and the National Electrical Code to apply the most current safety standards to buildings within the City.

Fire Safety

9. Fire Prevention

The Fire Department has a Fire Prevention Office which performs the following functions:

A. Reviews all proposals for new development for compliance with Chapter 11 of the La Mesa Municipal Code.

B. Conducts annual inspections of multiple family residential, commercial and industrial structures. Structures with a higher degree of risk due to the type of construction or type of occupancy shall be inspected more frequently.

C. Develops and maintains public education programs on fire safety in an effort to reach residents and business owners in the City.

10. Code Compliance

The Community Development Department has an impact on fire safety through its code compliance efforts. Activities such as development review, building inspection and zoning code compliance activities combine with Fire Department activities to create a safer community.

11. Landscape Buffers

Fire safety in developed areas shall be increased through a program of plant materials management, including weed abatement on vacant land, and the replacement of flammable vegetation with less flammable plant materials.

12. Fire Service

The most traditional fire safety program is the maintenance of a system of fire stations capable of responding promptly to emergencies. The City has been able to maintain fire services at a level comparable to the Insurance Service Office (ISO) level 2.

Disaster Preparedness

13. "La Mesa Survive" Response Program

In 1992, the City adopted the "La Mesa Survive" program as a means of dealing with a range of events which could interfere with normal operations in La Mesa. The City shall continue to review and update this program as necessary to ensure its ability to deal with disrupting events which may occur.

14. Preparedness Exercises

Disaster response simulation exercises shall be performed annually to assess the adequacy of the disaster response program. Simulation exercises shall involve City personnel with designated disaster response responsibilities.

Hazardous Materials

15. Household Hazardous Waste Collection

The City will continue to sponsor periodic Household Hazardous Waste Collection events as a means of assisting La Mesa residents in the proper disposal of household hazardous waste.

16. Regional Responsibility

To satisfy the demands of the Tanner Bill and AB 939, the City has spent a considerable amount of staff time working with other public agencies in the region to develop the regional Hazardous Waste Management Plan and the Integrated Waste Management Plan. This cooperative effort will continue during the implementation of these plans.

17. Business Regulation

The City currently regulates businesses which use reportable quantities of hazardous materials through controls in processing business licenses and site plan review. These procedures which involve the Community Development Department, the Fire Department and the Finance Department will be continued.

Citizen Safety

18. Safety Staffing

The City of La Mesa will continue to promote citizen safety through the support of public education programs that emphasize crime prevention, public awareness and safety. This will include programs with police staff trained in public safety and crime prevention, as well as a coordinated inter-disciplinary approach involving the Fire Department, Public Works, Community Services and Community Development.

19. Special Financing

The City shall investigate the formation of special assessment districts to provide higher levels of fire and/or police services should La Mesa residents be willing to pay for them.

20. Code Compliance

As with code compliance programs which deal with fire and seismic safety issues, the Community Development Department has Building Inspection and Zoning Code Compliance programs which help insure citizen safety. These programs encourage the maintenance of properties and structures which are free from blight and unsafe conditions.

21. Development Review

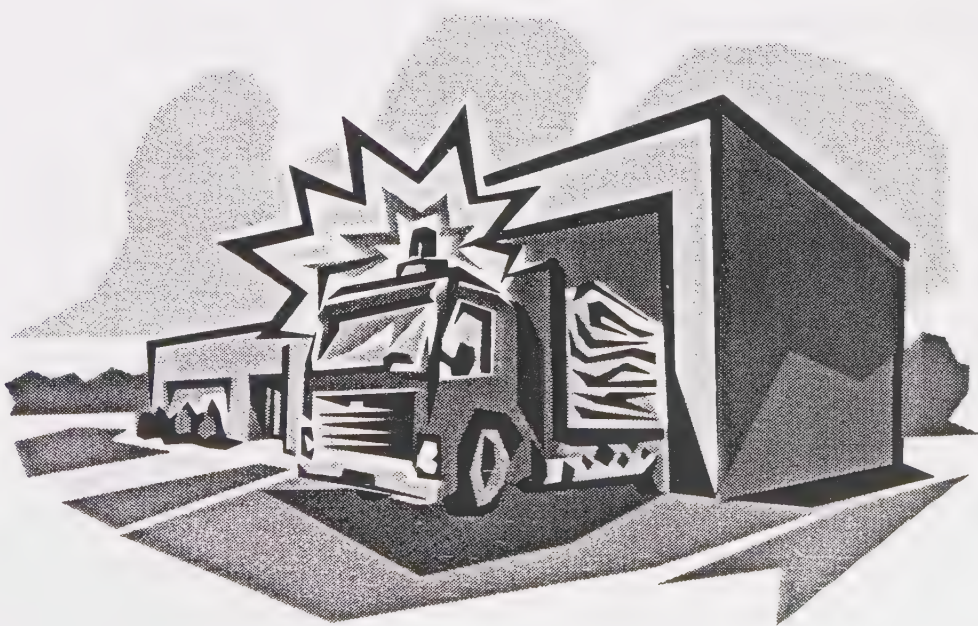
The Development Advisory Board will combine public safety considerations with desirable urban design features when reviewing new development.

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City of La Mesa General Plan

Public Services & Facilities Element



La Mesa General Plan

Public Services & Facilities Element

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Public Services & Facilities Element

La Mesa - 2010

A city where local governmental services, including police, fire and recreation meet the needs of its citizens. Where municipal buildings, parks, streets and other public facilities are well maintained.

A city where sound economic development practices have retained and attracted many successful businesses providing jobs for its citizens and a sound revenue base for city operations.

A city which has maintained and improved its downtown as focal point for community activities as well as a place for operating a business, shopping, celebrating and living.

A city where El Cajon Boulevard, Fletcher Parkway, La Mesa Boulevard, Spring Street and University Avenue have been transformed to tree lined boulevards accommodating a mix of high volume retailers, professional offices, financial centers and moderate density residential projects.

A city where travel is safe and easily accommodated whether it be by mass transit, in an automobile, on a bicycle or as a pedestrian.

Introduction

State law does not require that a general plan include a public services and facilities element; inclusion of such an element is optional. Public services and facilities are however linked to the general plan through the capital improvement program. Each year the proposed capital improvement program must be reviewed by the Planning Commission. The capital improvement plan must be found consistent with and serve to further the goals and policies of the General Plan.

Planning for future services and facilities is among the most important roles of local government. The general plan can assess the potential for growth in the residential and commercial sector. Growth in these areas impacts the demand for services and facilities. Anticipation of and response to increased service and facility demands can mitigate the impact of growth within the community.

In La Mesa most of the growth has already occurred. Analysis of services and facilities in an established community serves a second important role. In an era of constrained fiscal resources, decisions regarding the funding of services and facilities are more difficult to make.

An understanding of existing deficiencies, current demands and public expectation is critical to the decision-making process.

La Mesa provides a range of public services and facilities which are described below. Where applicable, and where data exists, levels of service will be quantified and compared to recognized standards. Services and facilities provided by other cities in the region will be examined and compared to La Mesa. Where relevant to the service being provided, data includes service standards. Examples of service standards include number of employees per thousand population, acres per thousand population or expenditures per capita. Other data sources include information from the annual budget, the results of the public opinion survey and interviews with the managers of the departments providing services, and the General Plan Citizens Committee.

The City of La Mesa provides services to the citizens of La Mesa through the following departments: Police, Fire, Public Works, Community Development and Community Services. To provide these services the City maintains police and fire stations, parks, recreation centers, a maintenance yard, a City administration center, various community facilities, and many networks of public infrastructure needed to keep the City running. The provision of services and the maintenance of facilities is supported by the various revenue sources outlined in the following section. How the revenues are allocated through the budget process is also described in the section on expenditures by program area.

Municipal Finance

Public Services & Facilities Goal 1

To provide a balance of City services at a level which attempts to achieve public expectations.

Public Services & Facilities Goal 2

To maintain and improve those City facilities necessary to safely and efficiently provide City services.

Public Services & Facilities Goal 3

To maintain, expand and improve the City's infrastructure of streets, sewers and storm drains, which are viewed as necessary to sustain the quality of life and support continued opportunities for economic development.

The City of La Mesa, like all California cities and counties, is required to prepare a balanced budget every year. There is no deficit spending at the local level. Expenditures must be less than or equal to revenue and reserves. If expenditures are more than revenue, a city can balance the budget using reserves, but this is considered a short term solution. The only permanent long term solutions to revenue/expenditure imbalance is either

an increase in revenue or a decrease in expenditures. The following sections give a general overview and explanation of La Mesa's revenue sources.

Revenue

Revenue comes from a variety of sources. Some of the sources are predictable and dependable from year to year. Others fluctuate as a result of economic conditions or government policy at the State and Federal levels.

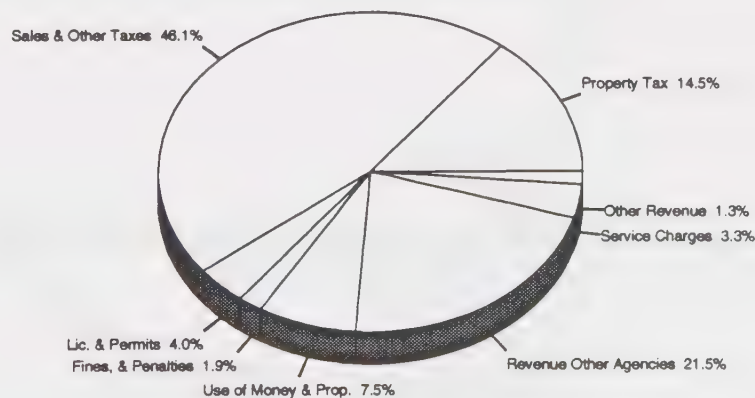
For accounting purposes, revenue are divided into several "funds". The General Fund, the largest of these, contains all of the money available to pay for general purpose government. Other funds are special purpose funds maintained to account for money which can only be spent in specific areas or programs.

Sales Tax

Generally, 1% of the taxable sales from a jurisdiction is returned to the city or county where the sales tax was collected. Sales tax accounts for over 1/3 (36%) of tax revenue for all California cities. For La Mesa, the chart in Figure 1 shows the general proportion of sales tax revenue to other sources which make up the sources of revenue for the General Fund portion of the overall City budget. Figure 2 shows the general proportion of General Fund as part of the overall expenditures by the City.

In San Diego County an additional 1% sales tax is collected. One half cent increase in sales tax is the result of voter approved Proposition A, the transportation tax. Over the twenty year life of the local voter approved measure, additional revenue for local streets, high-

Figure 1
Typical General Fund Revenue by Source
FY93/94



ways and mass transit will be available. La Mesa will receive an estimated \$17.5 million over the twenty year life of the tax.

Sales tax revenue varies from city to city depending on the type and amount of commercial development. Because sales tax is such an important part of the revenue stream, there is competition between cities to attract sales tax producing activities. Some cities are more aggressive in this regard and manage to attract a greater number of sales tax producing activities than neighboring jurisdictions.

The location quotient methodology is a way to measure the concentration of economic activity. Applied to sales tax revenue, location quotient determines whether a jurisdiction has a greater or lesser concentration of per capita taxable

sales activity when compared to the county as a whole. It is a measure of what market share a city is capturing, or losing to another jurisdiction.

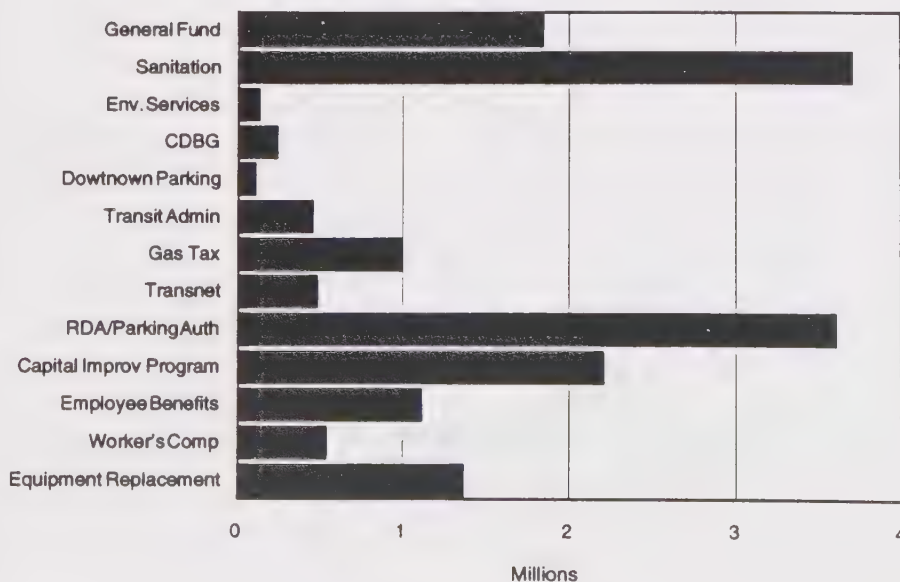
La Mesa is one of the cities in the County which "captured" taxable sales activities from the other 11 jurisdictions during the period shown. It is also apparent that La Mesa's "capture" quotient began to slip a little. Because sales tax is such a large percent of total revenue, it is important that La Mesa continues to maintain a competitive edge by attracting and retaining high quality retail sales activities which have a regional as well as local base.

Property Tax

When the voters approved Proposition 13 in June 1978 property owners enjoyed an immediate tax break. All California cities and counties had revenues from property tax reduced, and most

Figure 2

Typical Expenditure Levels - All Funds FY93/94



found the reduction to be nearly 50%. Figures 1 and 2 show the percentage property tax revenue provides within the General Fund and as part of the overall City budget.

Revenue from Other Agencies

The City receives revenue from a variety of State and Federal programs, including gas tax, Community Development Block Grant (CDBG) and transportation funds. A total of \$1.7 million of revenue from other agencies is available to fund general purpose government programs, most of the \$1.7 million comes from motor vehicle registration fees.

Service Charges

Services charges are the revenue collected from the users of La Mesa's municipal services. In fiscal year 88/89 these revenue will total \$2.9 million or 11% of all revenue. Included is revenue

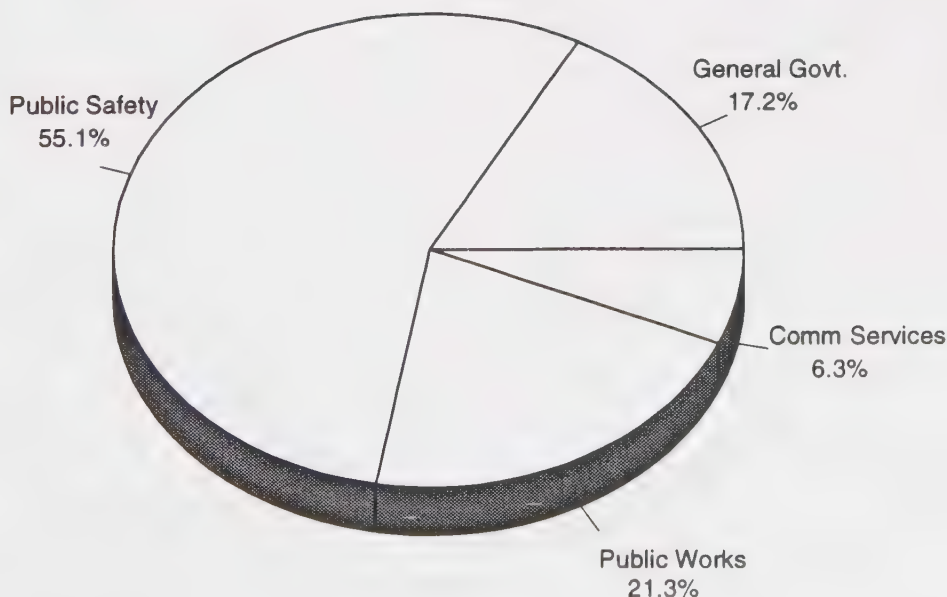
collected for sewer service equaling \$2.3 million. This reflects a pass-through of the City's cost to participate in the San Diego Metropolitan Sewer Agency.

The remaining \$.5 million includes revenue from all other services for which the City charges a fee. Revenue collected in this category is used to offset the cost of providing the service. Cost recovery figures vary widely by type of service ranging from 11% to over 80%. The average for all services is 63% of costs recovered in fiscal year 88/89.

Other Taxes and Franchises

This revenue category includes taxes on cigarettes, property transfers, transient occupancy, and utility franchises. In FY93-94 these revenue sources added nearly \$1.5 total revenue to the general fund. Over \$1 million of the revenues in this category are from franchise fees paid by EDCO Disposal

Figure 3
Typical General Fund Expenditures by Area
FY93/94



Corporation, San Diego Gas and Electric and Cox Cable T.V. Utilities operated by the private sector must pay the City for the exclusive right to offer their service within the city limits and for the use of City right-of-way to install and maintain their facilities.

Other Revenue Sources

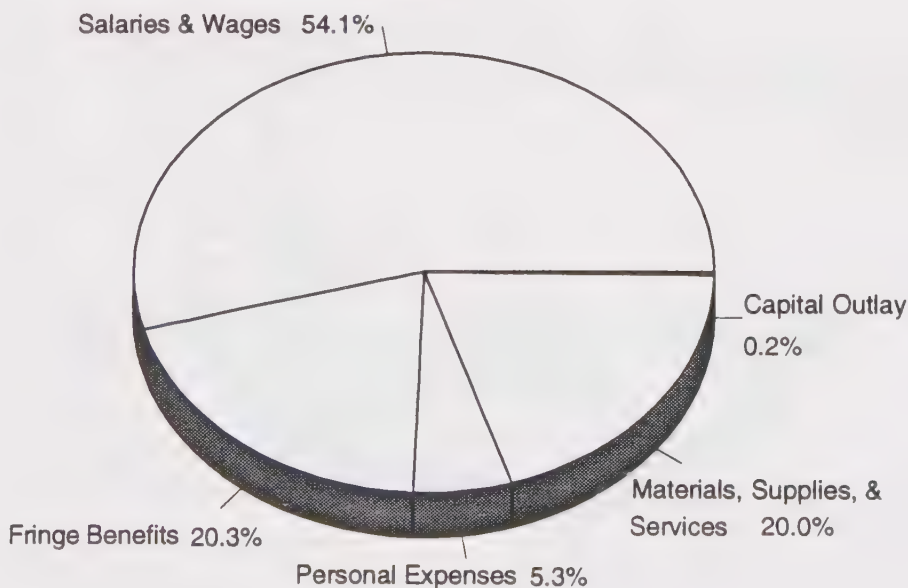
The five revenue sources above bring 84% of the General Fund and 90% of all revenue. Remaining sources of revenue include licenses, permits, fines, revenue from rent of City owned buildings and interest income. Licenses include business license and dog license fees. Permits are Building Department charges for construction activities. Figure 1 shows a generalized summary of General Fund revenue by source. The relationship and proportions from these revenue sources have been fairly .

Expenditures by Program Area

Every year the City submits a balanced budget with anticipated expenditures matching projected revenue. A balanced budget is the result of negotiation and cooperation between department managers, the City Manager, the Finance Director and the City Council. When completed, the budget is more than just a financial statement. The expenditure side of the ledger is a statement of the City's goals and service program priorities within the constraints of expected revenues. The following section describes the City's expenditure pattern.

Figure 3 summarizes General Fund expenditures by program area for fiscal year 94/95. In general, the largest program area expenditure is for Public Safety, which includes Police, Fire, Ani-

Figure 4
Typical General Fund Expenditures by Account
FY93/94



mal Control, Building Inspection and Crime Prevention. These programs represented 45% of all General Fund expenditures in FY 88/89, but had increased to 55% by FY 94/95.

General Government expenditures experienced a decline from 25% to 17% in recent years. Departments supported by General Fund expenditures include Finance, Human Resources, Community Development, City Clerk, City Manager, City Attorney, and City Council. Also included in this category are Data Processing, General Services, Building Maintenance, and nondepartmental expenditures. It is of interest that a nondepartmental expenditure of over \$500,00 for the City's liability and property insurance was included in the fiscal year 88/89 budget. By FY 94/95 costs for worker's compensation and liability insurance requires nearly \$1.4 million annually.

Public Works expenditures include costs for operation and maintenance for streets, parks, storm drains, public facilities, maintenance fleet and equipment, and sanitation. Sanitation is by far the largest expenditure in this Department. By FY 94/95 this expenditure is expected to reach over \$6 million, most of which goes to pay our share of the City of San Diego Metro Sewer system. Due to the legal battles to determine the ultimate level of sewage treatment required by the Metro System, this annual cost, recovered through sewer rate charges, could vary dramatically during the Planning Period.

During the past several years, the Community Services Department has become much more effective at recovering the costs for providing community facili-

ties and offering recreational programs. In When compared to the three other categories, Recreation expenditures are small. Community Services expenditures from the General Fund represent approximately %6 of the General Fund, of which over %40 are recovered in fees and revenues raised by the Department for these programs and services.

Relationship of the General Plan to the Budget

According to a report prepared in 1989 by a financial consulting firm hired to assist a City Council Blue Ribbon Committee on City Finances, City revenues are not increasing at a rate fast enough to cover projected increases in City expenses. The report and the Committee both suggested that new revenue sources be developed or the City could shortly face a budgetary shortfall which would adversely affect the provision of services and the maintenance of facilities. During fiscal year 1991-92, the nation's general economic downturn amplified and accelerated the budgetary problems predicted by the earlier study. Estimates by most knowledgeable financial experts indicate that the economic outlook for the region will likely keep La Mesa's revenue below the level necessary to maintain services at their previous levels for some time.

The General Plan is not the primary tool available to solve a budgetary problem; however, it can provide policies, objectives and programs which are economically sound in their attempt to

balance community needs with resources. Figure 4 shows the typical expenditures of the General Fund by account, illustrating that the majority of the City's annual expenditures of discretionary funds go toward providing the staff needed to provide the services and programs provided by the City. This fiscal reality will make it a continuing issue to determine how to continue to provide top quality services to the community, and maintain or improve the facilities and infrastructure that the City operates to sustain the quality of life in La Mesa.

The City is aware that if the current revenue base is unable to support the current level of services and capital needs, then it is essential to promote future economic development which is self-sustaining and provides additional revenue to support needed City services. In the meantime the City will carefully monitor its finances, and establish those measures necessary to efficiently provide services and maintain facilities within the existing budgetary framework.

During the life of this plan the City will be especially concerned with the improvement and maintenance of its infrastructure. For local governments, infrastructure refers to such features as roads, sewers, storm drains and utilities which permit a community to operate in comfort and safety. La Mesa is an older community which has many areas where the infrastructure is antiquated or near the end of its useful life; therefore, the City must prepare for the generally expensive work to upgrade or repair those facilities under its control.

Because of the range of subject areas included in this chapter, the policies and objectives essential for this element have been organized by subsections relating in most cases to the City Department responsible for the service. The overall Public Facilities & Services goals are listed below, and the programs are in a section at the end of the chapter. Additional policies, objectives and programs relating to the Police and Fire Departments are also included in the Safety Element.

General Government

A general law city, La Mesa operates under a council/manager form of government. A five-member City Council includes a directly elected Mayor. Four other Council members are elected at large and serve staggered four year terms. In La Mesa, the City Council also serves as the Redevelopment Agency, Parking Authority and the Building Codes Board of Appeal.

The City Council hires a City Manager to run the day to day operation of the City. All city operational departments report to the City Manager.

Boards and Commissions

In addition to the City Manager and his staff, the City Council appoints citizens to serve on various advisory Boards and Commissions. These Boards and Commissions investigate and report

on a variety of issues related to City operations. In some cases, the City Council has authorized a board or commission to hold public hearings and make decisions on issues. These actions can be final unless appealed to the City Council. These Boards and Commissions report directly to the City Council and include the following:

The Planning Commission is a 9 member commission which makes decisions and advises the City Council on matters related to both advance planning and current planning.

The Historic Preservation Commission is a 7 member commission which advises the City Council on matters related to the administration of the Historic Preservation Ordinance.

The Design Review Board is a 5 member board which advises developers and the City Council on matters related to the urban design program.

The Community Services Commission is a 7 member commission which advises the City Council on matters related to administration of the City's parks, recreational programs, facility usage, and human services.

The Cultural Arts Advisory Committee is a 7 member ad hoc committee which meets as needed to advise the City Council on matters related to cultural arts.

The Personnel Appeals Board is a 5 member board which reviews disputes involving employees and management, and advises the City Council on matters related to employee relations.

The Human Relations Advisory Commission is a 5 member commission which advises the City Council on matters related to programs designed to lessen racial and religious prejudice within the community.

The Parking Places Commission is a 3 member commission which advises the City Council on matters related to the downtown parking district.

The Real Estate Rehabilitation Loan Committee is a 5 member committee which reviews and approves loan applications and advises the City Council on matters related to the administration of the real estate rehabilitation loan program.

The Commission on Aging is a 7 member committee which advises the City Council on matters which are important or may have an impact on senior citizens in La Mesa.

The Youth Advisory Commission is a 9 member committee which advises the City Council on issues which are important or may have an impact on young people in La Mesa.

Administrative Services

General administrative services are provided by the departments of the City Manager, City Clerk, Finance, Personnel, and the City Attorney. All of these administrative functions are located at La Mesa City Hall, 8130 Allison Avenue in the Civic Center complex. The following paragraphs describe these departments in greater detail.

Appointed by the City Council, the City Manager is responsible for the overall management and operations of the City. The manager's office is responsible for the development and administration of the city's budget. Implementation of State and Federal law affecting municipal operations and policy advisor to the City Council are also areas of responsibility for the City Manager's office.

The City Clerk is an elected official responsible for the organization and maintenance of all official records of city business as required by law. Preparation of agendas, recordation of the minutes, and indexing of all action taken by the City Council are the responsibilities of the City Clerk.

The Department of Finance is responsible for the overall management of the city's fiscal resources. Revenue administration, budget control, centralized purchasing, payroll, and licensing are among the responsibilities of Finance.

The Human Resources Department is responsible for the recruitment, and testing of employees. Personnel also administers the benefits program, unemployment insurance and workers' compensation programs. The City Attorney provides legal council to the City Council and staff in all matters related to city business and the law. City attorney services are provide by contract with a local firm.

Public Services & Facilities Policies

- 1. City staff will continue to provide the expected administrative guidance to City operations, while constantly being alert for opportunities to improve City services within budgetary limits.**
- 2. The City will explore all options in an effort to create an improved Civic Center complex.**
- 3. When considering budgetary items the City will give priority to those items which are of community-wide benefit.**

Public Services & Facilities Objectives

- 1. The City will develop a Facilities Master Plan in an effort to provide adequate administrative facilities in the Civic Center complex for all City departments.**

Police Services

Law enforcement is provided by the La Mesa Police Department. The Police Department prides itself on being a community-based, service-oriented, law enforcement agency that reflects and reinforces the values of the community.

Operations

What most people think of first as police services is the patrol car on the street. Not surprisingly, the bulk of police department resources are assigned to patrol. In the field on an around-the-clock basis patrol maintains the following coverage:

- Day Watch 7 a.m. - 3 p.m. 5 to 6 Patrol Units 1 Traffic Unit
- Evening Watch 3 p.m. - 11 p.m. 6 to 7 Patrol Units 1 Traffic Unit
- Mid Watch 11 p.m. - 7 a.m. 4 to 5 Patrol Units No Traffic Units

Each shift has a supervising sergeant, and a watch commander. Thirty-four sworn officers are assigned to the Patrol Division. Patrol handles all types of calls for service, traffic enforcement and crime suppression. Patrol Division's average response time to high priority calls is 2-3 minutes.

Through the funding assistance of a grant, the Traffic Division has acquired three motorcycle units. These units not only are effective in a traffic suppression role, making the streets safer, but present, to the community, a crisp professional image of the Department.

The detective work necessary to solve major crimes takes place in the Investigations Division. Seven sworn officers are assigned to investigate and develop cases and make arrests for violent crimes, property crimes, vice and narcotics violations.

The Department has an established reserve program. There are currently 14 Reserve Officers. The Reserve's primary responsibility is to assist and augment regular officers for spe-



cial events and traffic control. They are contributing, an average of 850 hours per month. This is a salary savings of over \$13,000 per month. Some reservists go on to become regular officers. This speeds up the training process and allows both reservist and the City to know each other thoroughly before a commitment is made by either.

In addition to our volunteer reserve officers, civilian volunteers are currently saving the Department over 1,300 hours per year by assisting with a variety of tasks, fingerprinting of applicants, photo processing, traffic statistics, and clerical assistance.

The Training Division keeps the department current on new developments in police work, information and technology. This includes changes in laws and regulations affecting police work, and implementation of new programs, procedures and equipment. In-house training utilizes video presentations and bulletins. Additional training is sponsored through the State of California Police officer

Standards and Training (P.O.S.T.), the Federal Bureau of Investigations (F.B.I.) National Academy and neighboring enforcement agencies.

Police Department provides a range of services and information programs to the City's residents, business community and public and private schools. Instruction in the areas of bicycle safety, personal safety, crime prevention, and drug awareness are well received by the students, teachers and administrators, as a means of positive reinforcement of community standards.

The Department's Drug Abuse Resistance Education (D.A.R.E) program targets our most impressionable youngsters for drug awareness training, giving them the tools and skills to resist pressure from their peers to engage in drug usage or related behaviors. A thoroughly seasoned and specially trained officer is committed full time to this program.

The Crime Prevention Unit represents a pro-active approach to crime reduction. It is comprised of two non-sworn personnel who conduct the unit's award winning programs, which are designed to

enable citizens to effectively deter and combat crime. These programs include, Business Alert, Women Alert, Senior Savvy, Hospital Alert and Combat Auto Theft (CAT). Neighborhood Watch, the unit's first program has operated at half strength (one Crime Prevention Specialist) since 1988 and is the process of being revitalized and expanded with the help of volunteers. A program to combat graffiti is under development to be added to the Neighborhood Watch arsenal. The unit also performs a variety of other functions such as crime analysis and school liaison.

Animal Control is a unit within the Police Department. Currently functioning at half strength, (one officer) with the help of two reservists and two civilian volunteers, it is responsible for the impounding of stray dogs and other nuisance animals and pets relinquished by owners. The unit also investigates complaints about cruelty to animals, and barking and vicious dogs. Animal shelter services are provided by contract with El Cajon.

A Community Services Officer (CSO) has been added to the Department through funding from a state traffic safety grant. The primary responsibilities of the CSO is to handle public speaking and traffic safety presentations for the public, including civic groups, schools, safety fairs, bicycle assemblies and rodeos. Other responsibilities include monitoring of school safety programs, assistance to officers at accident scenes, and 72 hour parking violations.



Regional Law Enforcement

La Mesa participates in regional law enforcement through our membership in ARJIS, the Automated Regional Justice Information System. A computer network, ARJIS contains information on crime cases, arrests, citations, field interviews, traffic accidents, fraudulent documents and stolen property. ARJIS provides investigative leads, statistical information, and an index of cases and incident files. Governed by a joint powers agreement, ten local law enforcement agencies, the County Marshal, District and City Attorneys and State and Federal law enforcement agencies participate in ARJIS.

The Department also contributes one officer to the county-wide Narcotics Task Force, and one office to the Regional Auto Theft Team (RATT). The team approach utilized by these special units allows for an effective and coordinated use of personnel resources.

Facility Needs

Local police agencies are operating in a rapidly changing environment. Advances in technology provide new avenues for preventing and solving crime. However, technology is expensive and requires updated equipment and training that strains the fiscal capabilities of most local law enforcement. State and Federally mandated programs related to police procedures and training must also be responded to and integrated into existing operations.

The La Mesa Police Station at 8181 Allison Avenue was built in 1966. Including two room additions, it contains approximately 15,400 square feet of space. In 1966 it was adequate, but no longer. The existing building could be upgraded in response to modest population growth, but any major annexation may require a new or expanded police department facility. The Department's radio communications system is coming to the end of its service life and needs to be replaced.

The population in La Mesa has stabilized and yet the crime rate continues to rise. This is a regional trend, and La Mesa is not any different than the rest of the region. The Police Department attributes much of the criminal activities occurring in the City to outside influences. The department also foresees a rise in the number of calls for service resulting from aging of the baby boom population. An elderly population is more demanding of their police services.

Public Services & Facilities Policies

4. The City will maintain a Police Department which is adequately staffed and funded to insure a safe community.
5. The Police Department will provide services which will help prevent crime as well as respond to it.
6. The Police Department will continue to cooperate and interact with other law enforcement agencies in the region to provide an effective network of information and assistance.

Public Services & Facilities Objectives

2. The City will monitor and prepare assessments of Police services to identify:

A. The level of Police staffing necessary to achieve the goal of a safe community.

B. The costs involved in providing the level of service desired.

C. Revenue sources for any increased costs.

Fire Protection Services

Over the years fire services in La Mesa have changed as a result of changing needs. When the area was less developed wildland fires occurred more frequently than they do today. As the land development pattern intensifies, higher density housing and multi-story structures require a different type of response than the typical single family dwelling. Fires fought in the air as opposed to on the ground require more sophisticated equipment and additional manpower.

When asked about staffing levels, it was pointed out that the department is currently staffing at the minimum level based on equipment operations. An increase in staffing to four person crews

would increase salary expenditures by 25%, but with a 50% increase in efficiency. This observation is based on studies by fire services experts.

Most of the department's resources are directed at fire suppression. However the department's Fire Prevention Division has been expanded to better inform and educate La Mesans about fire prevention. Expanded pro-active fire prevention and education programs will never replace the need for reactive fire suppression. However, an aggressive fire prevention program could reduce the incidence, and limit the severity, of fires occurring in La Mesa.

An emerging issue for all fire departments is that of hazardous materials. The environment is increasingly filled with the materials and products of technological advancement. Fire departments everywhere are taking on more responsibility for the handling and containment of hazardous materials of all types as they become more prevalent in our environment.

The Fire Department sees a benefit to the City from an Emergency Operations Center (EOC). This would be a virtually indestructible and self-contained facility which would become headquarters for an organized emergency response. In the event of an earthquake, a plane crash, a huge fire, a hazardous materials incident or any other natural or manmade disaster, all of the City's emergency response personnel could be coordinated from a centralized location.

For the distant future, the Fire Department sees the possibility of a regional fire agency. The Automatic Aid Agreements and Joint Powers Agreements are a preliminary first step. The benefit of

regional service would be increased cost effectiveness due to the economy of scale. The draw back would be the loss of local autonomy. It will take many years to reach the political and community consensus needed to implement a regional fire services program.

La Mesa citizens receive a high level of fire protection service. The Insurance Services Office (ISO) evaluates fire services provided to communities to determine levels of fire risk and therefore, insurance risk. ISO evaluates a community's fire protection records, staffing, equipment and water supply. Points are assigned to all aspects of fire department operations. Rating is on a scale of 1 to 10 with 10 indicating no fire protection provided. La Mesa Fire Department's current ISO rating is 2 which compares favorably with other fire agencies in the area.

Operations

Administrative offices for the Fire Department are located at 8054 Allison Avenue. Fire protection services are currently provided from three stations. Station 11, at 8134 Allison Avenue is the largest fire station. Station 11 serves the central and western section of the City. Station 12 is located at 8834 Dallas serving the northern section. Station 13, located at 9110 Grossmont Boulevard near Bancroft Drive serves the eastern section of the City. The Fire Department reports that the average response time is 3 min-



utes, and any location in the city can be reached in under 5 minutes. A map of the locations and service areas of the fire stations is shown on Map 26.

A fire station is a 24-hour/day, 7 days/week operation. Round the clock staffing is provided by three divisions working a 24-hour shift on a rotating basis. Station 11 has a minimum staff of 6 fire personnel. Station 12 has a staff of 3. Station 13 staff is 4. Variations in staffing at the three stations are the result of the manpower needs of different equipment.

Each La Mesa fire station is equipped with a triple combination pumper. Other types of fire apparatus are available and staffed depending on fire and rescue potential within the service area. Table AE shows a summary of fire equipment and personnel at each station.

The triple combination pumper is the primary response unit for each station. The second triple combination pumper at Station 13 is supplied by the State Office of Emergency Services (OES). It is available for use in La Mesa. In exchange for the OES equipment the City has agreed to

send it, with a fire crew, any place in the State it is requested. The Ladder Tower Quint at Station 11 is equipped with a 100 foot telescoping ladder, this equipment can reach up to 11 stories. Other special purpose equipment include a brush rig for response to brush fire and a rescue unit. The fire prevention unit will soon have a van converted for use in the fire prevention education program.

Station 12 on Dallas Street is located in the proposed right-of-way for the extension of State Route 125. As a result, in the future, Station 12 will have to be relocated. In anticipation of the move, the City conducted a relocation study to determine the criteria for selecting a new fire station site. Maintaining good response times and providing freeway access will be important factors in the final selection process.

Station 13 was also affected by the widening of 125 and the rearrangement of the interchange with I-8 currently in progress. Although the station will remain at its present site, the highway expansion has limited response route options. Future planning for new Fire De-

partment facilities could consider the consolidation of Stations 12 and 13 functions. Assuming that there would be no decrease in levels of service in either station's former service area, consolidation could have a positive impact on Fire Department operations.

Regional Cooperation in the Fire Services

La Mesa's Fire Department is involved in the provision of regional fire services through automatic aid agreements. In the event a large fire strains fire fighting capabilities, La Mesa crews and equipment automatically respond to calls for service from surrounding areas. In return, other fire agencies will automatically respond to our area when needed. Automatic aid allows fire service resources to be utilized to the benefit of the entire region.

The City of La Mesa is a member of two Joint Powers Agreements (JPA) involving fire agencies in the east county region. A JPA provides for a pooling of financial resources and sharing of expenditures between all of the member agencies. There are many benefits to the city from JPA membership.

One JPA provides for the Heartland Communication Facility in El Cajon. This facility serves as a central dispatch center for the east county area. All incoming calls for service are coordinated through the centralized dispatch which routes the call to the closest available fire station regardless of jurisdictional boundaries.



A second JPA provides for the Heartland Training Academy. Recruiting and training programs are shared by all member fire agencies. This substantially reduces expenditures in this area, and provides consistent recruitment and training throughout the Heartland service area. The Academy also provide continuing technical training in areas of concern to fire personnel. Common training criteria improves the continuity and compatibility of interagency operations.

The City is a participant in a third JPA providing hazardous materials response. Fire agencies in the region contract as a group with the County of San Diego Office of Disaster Preparedness (ODP) and the City of San Diego. A specially trained and equipped unit will respond to any hazardous materials incident occurring in the region. The benefit of this expertise is available without the expense of training and equipping local Fire Department personnel.

Emergency Medical Services

The Fire Department has responsibility for the City's first responder services. All of La Mesa's fire fighters are trained as emergency medical personnel as a result of these responsibilities. Upon arrival at the scene of a medical emergency, the first responder assesses the situation and provides immediate basic life support. When Paramedics arrive, the first responder can provide assistance, as needed, in stabilization and transportation of the victim.



Since taking on first responder responsibilities in 1988, the number of calls for Fire Department service has increased dramatically. Table AF compares a two month period in 1987 with the same period in 1988, along with one month of service in 1992. This table illustrates that the demand for service continues to grow.

Paramedic services in La Mesa are provided by Hartson's. The contract for services is between Grossmont Hospital and Hartson's, with the hospital handling contract administration. The city is not a party to the contract, however the Fire Department has established a good working relationship with Hartson's. A paramedic unit operates out of Station 11. Space provided for the paramedic unit at Station 11 favorably impacts emergency medical response times in the City.

Fire Prevention

It is the goal of the Fire Department to reduce fire risk in La Mesa. This is achieved through a variety of programs including inspections, development review and education. Fire prevention programs are administered and staffed by Fire Department personnel.

The business inspection program attempts to make a yearly fire safety of all business, commercial and industrial activities in the city. This is accomplished in two ways. The less complex inspections are made by the engine companies as part of their routine responsibilities. The more complex inspections are made by two specially trained fire safety inspectors. Any violation of the fire code identified as a result of the inspection must be corrected and reinspected. In addition, the sites of all new business license applications are inspected for compliance with fire code requirements. A business license is not issued until all Fire Department requirements have been met.

Between March and July, the Fire Department conducts a weed abatement program. Both public and private properties are subject to weed abatement. After the initial inspection, the property owner is notified and given 45 days to comply. Any property owner failing to comply has their property cleaned by a weed abatement contractor hired by the city. The expense is added to the property tax bill to be collected at tax time. During the last weed abatement season over 700 letters were sent to La Mesa property owners. Compliance is good, only 60 properties required abatement by the City.

Fire safety is factored into the development review process. Fire Department staff participate in the Development Advisory Board (DAB). All subdivisions, conditional use permits, and construction projects are reviewed for compliance with the Uniform Fire Code and fire safety objectives. This ensures that all new development in the city will contribute to a safer environment.

Fire safety education for the general public helps reduce the threat of fire loss. In the schools and at meetings of community groups the public learns to identify fire hazards in their homes and the proper response to a home fire situation. At the request of the public and as time permits, fire personnel will make home inspections for fire and earthquake hazard elimination.

Although it is after the fact, investigation into the causes of fires in the city furthers fire prevention goals. Investigation of the cause and effect of fires yields information which can prevent a similar occurrence. Most fires are preventable, yet fires continue to occur. Investigation allows the Fire Department to determine the cause and assist in a national effort to compile documentation as to how fires start. This information is used to guide the creation of public education programs. Changes to fire codes and ordinances and removal or regulation of hazardous material also result from fire investigation. In this way a safer environment is provided in our community.

Public Services & Facilities Policies

- 7. The City will attempt to provide fire response services at the level necessary for an ISO rating of 2.**
- 8. The Fire Department will provide public information and services which will help prevent fires.**
- 9. The Fire Department will continue to provide first response medical emergency services.**
- 10. The City will continue to include the Fire Department in the regional network of mutual aid fire response services.**
- 11. The Fire Department will train and maintain personnel capable of dealing with incidents involving hazardous materials, and maintain a program which promotes disaster preparedness.**

Public Services & Facilities Objectives

- 3. The Fire Department will complete a study prior to the next ISO rating which more clearly defines the staffing needs of the department to retain an acceptable level of service.**
- 4. The Fire Department will implement the recommendations of the Task Force Report to provide pro-active or preventive fire protection services.**

- 5. The City will determine the most appropriate location for a replacement fire station for the facility lost to the 125 Freeway extension.**

Public Works

The Public Works Department is responsible for the maintenance and improvement of the City's infrastructure of streets (including pavement management, street lights, traffic signals, lane striping and street trees), sewers, storm drains and parks. As discussed at the beginning of this chapter, the age and condition of this infrastructure will be a major source of concern during the life of this plan, and will require careful monitoring and financial planning to sustain current maintenance standards.

The equipment and personnel to provide this infrastructure service is staged in the Public Works Yard in the City's industrial area. This complex is in drastic need of many physical improvements and upgrades in order to provide City crews with an effective working environment.

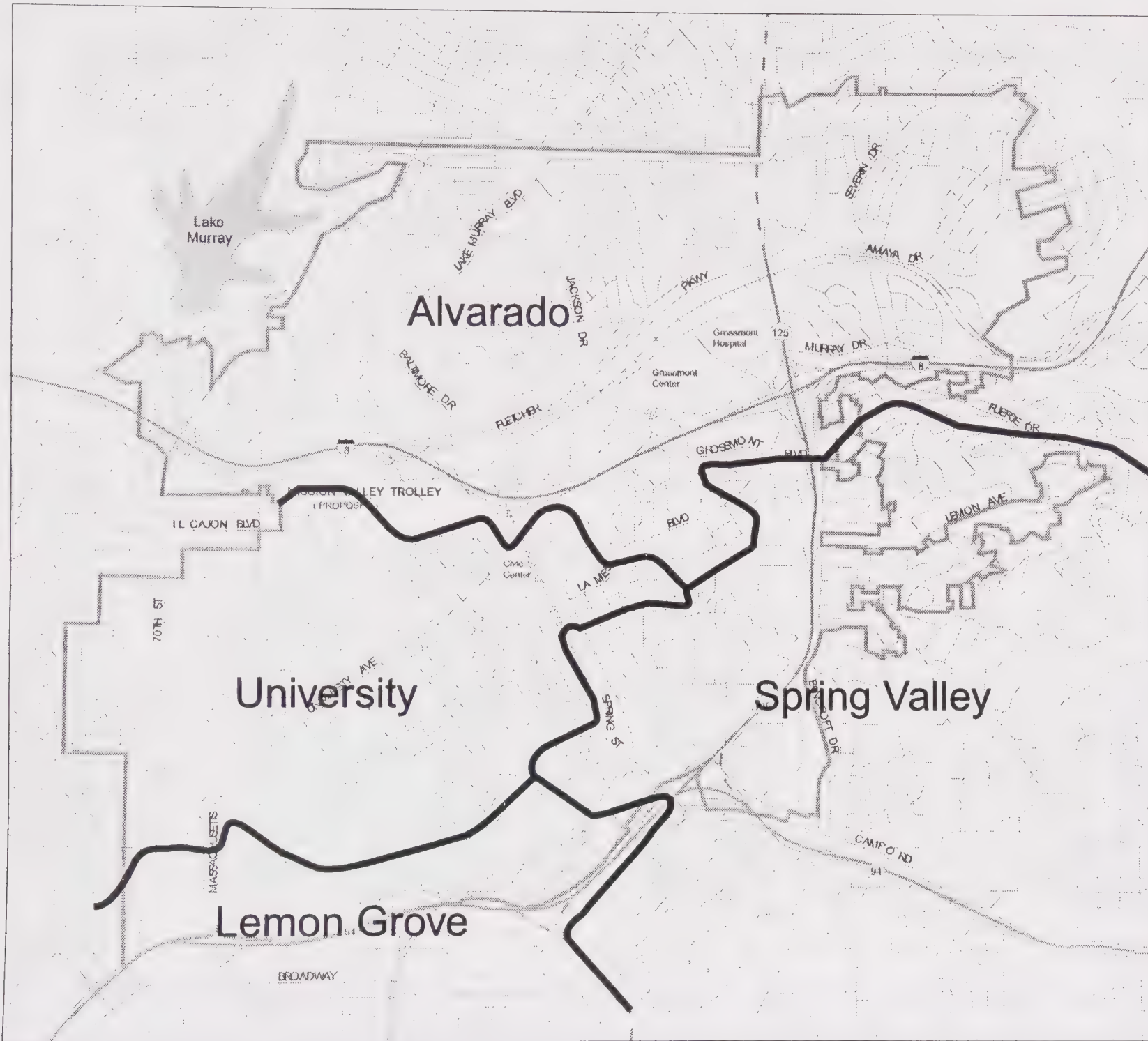
Because the Public Works Department is responsible for so many areas of maintenance, the policies and objectives have been further subdivided by facility type.

Sanitation

The City faces the challenge of repairing and upgrading the generally older sewer system within its boundaries, while at the same time financially participating in the regional effort to improve

Figure 5

Sewer Drainage Basins in La Mesa



what is known as the Metropolitan Sewer System. La Mesa's sewage is treated at the City of San Diego's Point Loma Wastewater Treatment Plant, which is under mandate from the United States Environmental Protection Agency (USEPA) to upgrade the level of water treatment. This upgrade, plus other extensive regional sewer improvements, has led to the creation of the Greater San Diego Water Program, which will require substantial financial participation by member agencies.

It is also estimated that the City needs some additional capacity in the Metro System to accommodate the ultimate development allowed by the General Plan. By participating in the cooperative effort to upgrade the Metro System, the City will attempt to obtain the increased capacity at a reasonable cost. The City's major sewer facility drainage basins are shown in Figure 5.

Public Services & Facilities Policies

12. The City will continue to update and use the Sewer Management Plan for guidance in maintaining and improving the City sewer system.

13. The Public Works Department will continue to monitor and repair existing sewer lines to reduce the amount of ground water infiltration into the system.

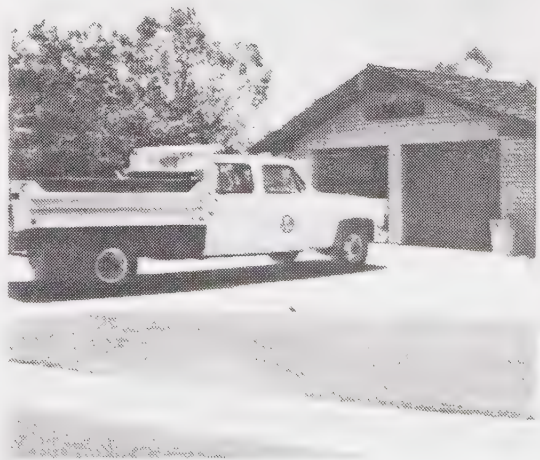
14. The City will continue to participate in the appropriate regional agency responsible for upgrading the regional collection and treatment system, with the ultimate intent of acquiring the added capacity necessary for La Mesa's ultimate development.

15. The City will endorse regional efforts in water reclamation, and will study local options for using reclaimed water.

Public Services & Facilities Objectives

6. The Public Works Department will prepare a more precise estimate of the sewer needs of future development as allowed by the Revised Land Use Element, as the first step in determining the City's ultimate sewer capacity needs.

7. The City will cooperate with other agencies to determine the feasibility of using reclaimed water within the City.



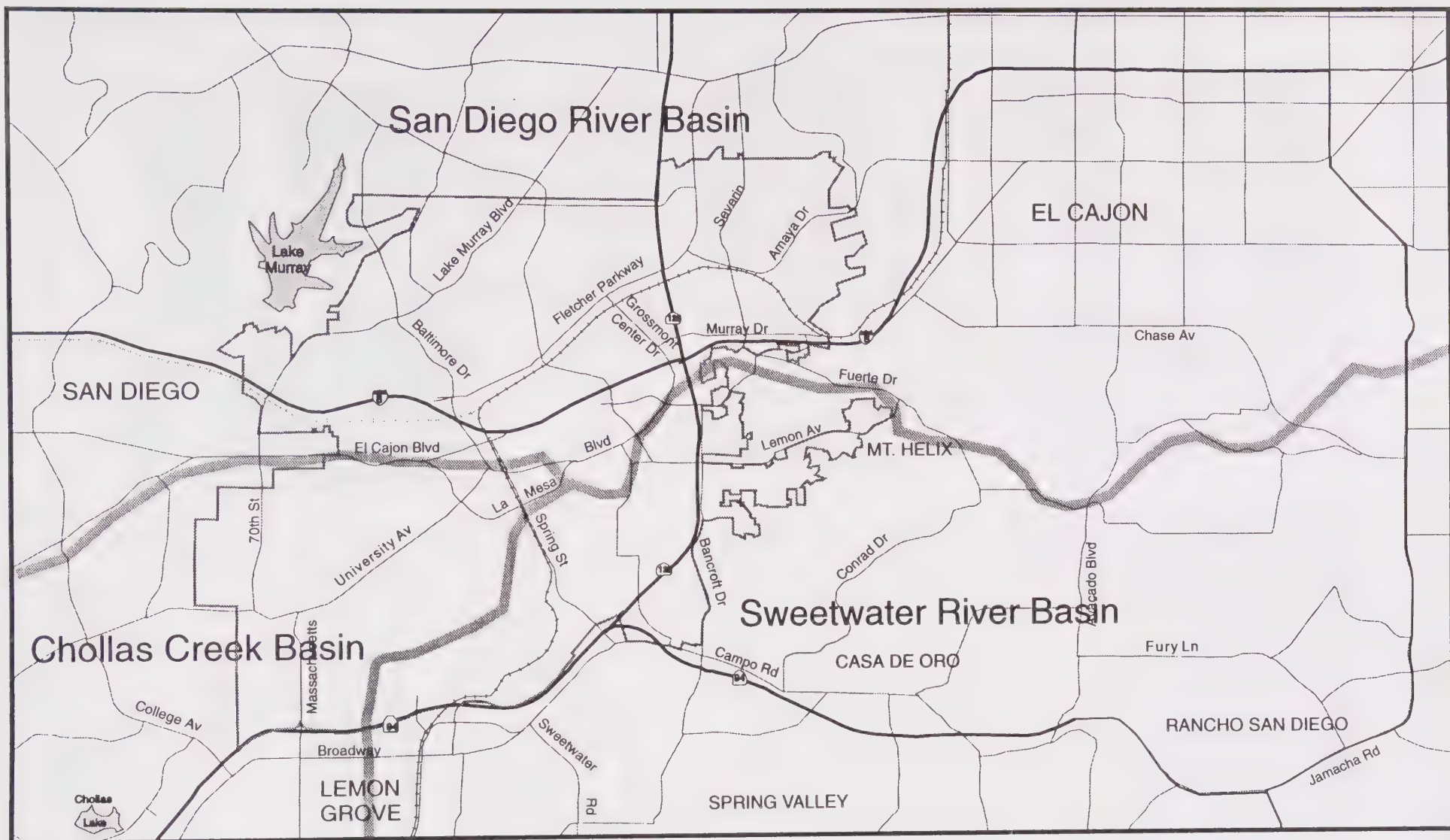


Figure 6

Stormwater Drainage Basins in the Planning Area



8. The Public Works Department will complete the system improvements outlined in Phase I of the Sewer Master Plan of the Sewer Management Plan.

Storm Drainage

There are a number of areas in La Mesa where storm drain facilities are deteriorated or inadequate for current needs. The City's major areas of concern are the Alvarado Creek Channel, which is now the focus of two separate redevelopment areas, and the estimated 10 miles of deteriorating corrugated steel drain pipes which have begun to fail in some areas. Areas lacking adequate drainage facilities will need to identify funding sources for necessary improvements. The City's three major stormwater drainage basins are shown in Figure 6.

Another area of concern is the establishment of the National Pollutant Discharge Elimination System (NPDES) by the USEPA. The recently published regulations for this program will require an extensive effort by local agencies to identify the sources and eliminate pollutants from storm drain waters.

Public Services & Facilities Policies

16. The City recognizes the need and will develop a Storm Drain Master Plan to help plan and coordinate improvements to the existing system.

17. The City will consider funding techniques such as impact fees and assessment districts to fund system improvements identified by the Storm Drain Master Plan.

18. The City will continue to give priority to completing the Alvarado Creek flood control improvements for both public safety and the removal of blight.

19. The City will develop what it considers "best management practices" to meet EPA standards for water quality discharge into the storm drain system.

Public Services & Facilities Objectives

9. The City will complete the Alvarado Creek Flood Control Channel between Jackson Drive and 70th Street through implementation of redevelopment projects.

10. The Public Works Department will contract with a consultant for the preparation of a Storm Drain Master Plan, which will include the identification of the financial tools necessary to construct the necessary improvements.

11. The Public Works Department will develop a program to monitor storm drain water quality and identified the best management practices necessary to deal with contaminants.

Street Maintenance

The City currently performs extensive street surface maintenance in the form of slurry sealing and thin surface overlays. Prioritizing has been done by visual inspection of roadway conditions. The Public Works Department is working on developing a computerized Pavement Management System which will help evaluate and prioritize maintenance activities to make more effective use of funds available for this purpose. Under the proposed system more attention will be given to major streets. Given the age of many of the streets and alleys in La Mesa, along with the piecemeal fashion in which certain areas have developed, development of such a system is imperative if the Public Works Department is to provide cost effective maintenance.

Included in "street maintenance" are several infrastructure maintenance activities such as repair and replacement of street lights, traffic signals, sidewalks, street trees, roadway signs and pavement

markings. In addition, this division is responsible for the prompt removal of any graffiti which may occur on City property or the public right-of-way.

Public Services & Facilities Policies

20. The City will maintain the street and alley rights-of-way to the level necessary to provide safe vehicular and pedestrian usage.

21. The Public Works Department will periodically review the service contracts with outside agencies along with its own internal procedures to look for more cost effective ways of providing street maintenance.

22. The Public Works Department will maintain programs for removal of graffiti on public property or in the public right-of-way.

23. The Public Works Department will develop a strategy for upgrading the facilities in the Public Works Yard on Center Drive.

Public Services & Facilities Objective

12. The Public Works Department will develop a Pavement Management System to monitor street and alley conditions and provide maintenance on a cost effective basis.



Park Maintenance

The maintenance of City parks are as vital to the health and safety of La Mesa residents and the maintenance of property values in the community as the areas listed previously in this chapter. Parks serve a valuable purpose in an urban environment reflecting the quality of life and character of the community. La Mesa has a system of parks which are improved and maintained to satisfy a variety of users. Although the City provides most of the maintenance, certain parks or recreational facilities are assisted by user groups such as youth recreation leagues or senior activity organizations. Development of additional park facilities in the City will be difficult during the life of this plan due to fiscal constraints and the lack of available undeveloped land.

The City currently has a reasonable distribution of neighborhood, community and regional parks, yet total area objectives identified in the Conservation & Open Space Element show the need to increase total park area. The West Central Specific Plan has been identified as one area where a new neighborhood park site is needed. The possibility of achieving these standards should be studied through the development of joint use agreements with the various school facilities in the community.

Public Services & Facilities Policies

24. The City will strive to maintain all existing park facilities at a level that is safe and appealing for the intended use.

25. The City will search for new public and private funding sources which can be used to enhance existing park facilities, and to develop and maintain new park facilities.

Public Services & Facilities Objectives

14. The Community Services Department will complete a citizen survey to determine what the acceptance level would be among La Mesa residents to a citywide Park Maintenance Assessment District as suggested by the earlier City financial studies.

15. The City will prepare a Park Facilities Master Plan which will itemize and prioritize potential improvements for every park in the City.



Community Services

Land for the first La Mesa city park, Collier Park, was acquired in 1912. The Parks and Recreation Department was created when La Mesa's population was less than 10,000. As the City grew, so did the number of parks and the responsibilities assigned to the Parks and Recreation Department. In 1990, the department was renamed the Community Services Department to better reflect the full range of activities and services provided.

The Community Services Department has responsibility for recreational services, certain social interaction services, facilities rental and some facilities planning for City parks. Although there are a number of programs and classes which are offered on a continual basis, the Department finds that it must be flexible in providing new or expanded programs



as the interest of La Mesa residents change. Most of these programs are supported by fees and therefore enjoy some degree of self-sufficiency.

The Department also serves the vital function of coordinating City and non-city sponsored recreational activities at school sites in the La Mesa-Spring Valley School District and Grossmont Union High School District. This service is crucial to the operation of most of the youth athletic leagues which practice and play games on local school campuses. As part of this function the department also acts as clearing house for facilities the leagues may wish to construct on school property. Such facilities as Meeker Field on the Lemon Avenue Elementary School playground have been constructed through the cooperative efforts of the City, the school district and the local Little League.

Although not responsible for the actual construction of parks or park improvements, the department does exercise considerable influence in the planning and funding for new park improvements.

The Department serves as coordinator of the Citizen Participation Program, which recruits, screens and places volunteers from the community in City departments. Volunteers have provided thousands of hours of service per year thereby providing a higher level of service to City residents, while a sense of community pride and ownership is promoted.

A recent responsibility added to the department is the administration of the City's efforts to promote trash recycling and, to provide opportunities for residents to safely dispose of their house-

hold hazardous waste. Since these efforts are in response to State mandates, the department staff will be constantly monitoring new State regulations to make sure the City is in compliance.

The following sections describe in greater detail the services and facilities administered by this department.

Administration

In addition to overseeing all the operations of the department, the administration division of the Community Services Department is responsible for negotiating the City's franchise agreement for cable television service. Cable television generally uses the public right-of-way to install and maintain the cable system which provides its service to the community. As such, the City is in the position to negotiate franchise leases which will protect the rights-of-way, and hopefully secure some reciprocating television access for public service purposes.

The Community Services Department also coordinates use of a variety of City facilities. These include the Community Center, Recreation Center, Nan Coutts Cottage, Porter Hall, Porter Clubhouse, Senior Center and the Fine Arts Center. These facilities are available for rental by the public for meetings and other special events. Fees collected help offset costs required to maintain these facilities

Recreation Services

A variety of recreation services are available for use by La Mesa citizens. Many of these services are offered by the Community Services Department at one of the City's 14 parks. In addition, private non-profit organizations such as youth sports leagues and the senior softball league contract for use of both City facilities and facilities on certain La Mesa school grounds.

The following recreation programs are designed to meet the needs of a diverse population.

Aquatics Program

The Aquatics program is responsible for the supervision and operation of the public pool at MacArthur Park on a year-round basis. Beginning and advanced swim lessons, water safety instruction and synchronized swim teams are among the programs offered by Aquatics. One full-time and several part-time employees provide instruction and lifeguard services at the City pool.





Instructional Classes

The Community Services Department offers over 140 different classes ranging from gymnastics for pre-school children to square dance classes for seniors. Classes are offered in spring, summer and fall schedules. These programs are supported by fees charged to the participants. Fees are evaluated annually as a vital means of off-setting the costs of providing these classes.

Sports

The City not only provides its own sports programs such as basketball and swimming, but also has assumed the role of coordinator for the various youth sports leagues operating in La Mesa. An Athletic Council consisting of representatives from each league meets regularly to coordinate the use of City and school properties, distribute registration announcements and provide City staff with a readily available contact for resolving problems.

Human Services

The Community Services Department has a section responsible for overseeing all Senior Adult activities, coordinating the Volunteer Program, and assisting with instructional, entertainment or support services of general help to the well being of La Mesa residents. Volunteers are used extensively throughout all City departments, and contribute thousands of hours per year to the City of La Mesa. Senior adults are well provided for by the Community Services Department. A Senior Adult Center located at Porter Park serves as home base for over 65 programs catering to the special needs of senior adults.

Environmental Services

As mentioned at the beginning of this section, the Community Services Department was reorganized in 1992 at which time it was given responsibility for coordinating City efforts to promote trash recycling. This has become a major issue in many urban areas as cities face the prospect of fewer opportunities for land fill sites. To resolve this issue, and to reduce the possibility of environmental contamination, state regulations now require local agencies to offer recycling programs for waste material. La Mesa had already begun to offer some recycling service to its single family neighborhoods before the more stringent State requirements took effect. City staff was therefore better able to begin implementing programs which allow trash recycling. This effort will continue under the direction of this department.

Capital Facility Needs

Of primary concern is coordinating organized activities in the City's 14 parks. Locations of these parks are indicated by a P on the General Plan map and discussed in further detail in the Conservation and Open Space Element. Parks serve different functions depending on their size, location and types of improvements. Neighborhood, community and regional parks are examples of different park types. The Community Services Commission provides an ongoing forum for citizen input into the operations, maintenance and development of City parks and recreation facilities.

The 1988 5-year Capital Facilities Program identified twenty park improvement projects, with an estimated cost of approximately \$8.6 million. In recent years, virtually all State and Federal funds for local parks and recreation facilities have disappeared. The City has been forced to turn to local resources and programs to fund park maintenance and development. La Mesa currently charges a park fee to mitigate the impact of new residential development in the city. Commercial and industrial development are exempt from park fees. The fee schedule is as follows:

Single family dwelling
(two plus bedrooms)=\$550.00 per unit

Single family dwelling
(one bedroom)=\$420.00 per unit

Duplex units=\$320.00 per unit

Multiple family=\$270.00 per unit

Mobilehome space=\$110.00 per unit

In fiscal year 87/88 \$54,300 was collected through park fees. By the 91/92 fiscal year the depressed economy and the diminishing supply of developable residential land resulted in only \$7,600 collected.

The 1988 Construction Industry Federation Fee Survey reports that 16 other cities charge park fees ranging from \$185 to \$2,000 per single family dwelling unit. All but two cities charge fees higher than those charged by La Mesa. The average of park fees charged by cities in the region is approximately \$800.00 per single family dwelling.

The park fund construction fee has been one of the few secured sources of funding for park development, but as the trend in lower residential construction continues other sources will need to be explored. If desired by the City Council, staff could investigate increasing the park fees to offset a portion of the capital facilities funding deficit related to park development.

The department staff noted that the focus of recreation programs has shifted over the years. Previously it was thought of as a service, today it is more like a business. It is a goal of the department to provide the public with recreation services which are not being provided by the private sector. Services provided must meet the needs of the public, at a reasonable cost to the program participant. There must also be an acceptable return on the Community Services Department's investment in time and resources.

The Community Services Department is operating at maximum capacity based on facilities space and staffing availability. Any major new programs

would require acquisition and development of new facilities, as well as hiring of additional staff. Capital facilities needs identified by the department include additional picnic shelters and lighted sports fields, as well as new park development.

Currently there are six park and recreation facilities developed at school sites in cooperation with the school districts. These are La Mesa Junior High School/Highwood Park, Rolando Elementary/Sunshine Park, Murray Manor Elementary/Jackson Park, Grossmont High School/Harry Griffin Park, Lemon Avenue Elementary ball field, and the turf and lighted sports field at Helix High School.

Many of the Community Services Department programs focus on youth and seniors. The more mobile middle segment seeks recreation opportunities in wider geographic areas. Much less mobile, the young and the old are more inclined to seek recreation services close to home.



With the aging of the "baby boomers", seniors are expected to be a growing population segment. The City will need to monitor the use of existing senior facilities and services and plan for future expansions. Lifestyle changes, such as shorter work week, flexible work hours, longer vacations, and early retirement will also influence the demand for adult oriented recreation services.

Other segments of the population have special needs as well. Single parent households and households where both parents work are the majority. Youth programs, especially after school and summer activities, are considered necessary and are popular with working parents and their children.

Increasing density increases the demand for public park and recreation services. However, no public park system can substitute entirely for open space adjacent to dwelling units. The department perceives a need for additional open space suitable for recreation purposes close to multiple family developments.

The La Mesa Community Services Department provides regional services as evidenced by the fact that 40% of participants in special events and programs are non-residents. No special effort is made by the department to attract non-resident participants. The 40% figure is considered a testimony to the Community Services Department's reputation for providing quality programming. In addition, Harry Griffin Park is a regional recreation facility. Management and maintenance of this regional park are the responsibility of La Mesa staff.

A near universal response to the newsletter survey questions, "What do you like about living in San Diego County?" was proximity to beaches and mountains. It is clear that these are much appreciated amenities of living in the region. However, as regional recreation facilities, e.g., the beaches, Balboa Park, and mountains become increasingly crowded, more people will turn to, and demand more of, facilities close to home. In this way the La Mesa Community Services Department will feel the impact of regional growth.

Public Services & Facilities Policies

26. The Community Services Department will continue to provide recreational programs which are responsive to community interests especially those which are self-sustaining through user fees.

27. The Community Services Department will continue to act as coordinator of athletic facility users through its role as moderator for the La Mesa Athletic Council.

28. The City will seek funding to plan and provide capital improvements for parks and recreational facilities which meet the needs and standards of the community.

29. The Community Services Department will continue to provide staff assistance to such programs as Senior Services, Citizen Participation Program and Facilities Rental.

30. The Community Services Department will develop programs which assist La Mesa residents and businesses in their efforts to recycle waste, and to safely dispose of household hazardous waste in compliance with State mandates.

Community Development Department

The Community Development Department was created to consolidate several divisions and functions within the City. This has minimized overlapping responsibilities and provided more effective program administration. There are three divisions within the Department: Building Inspection, Planning, and Redevelopment. The services provided by the department cover a wide range of programs involving the physical and economic development of the community.

Building Inspection Division

The Building Inspection Division provides a full range of services needed to enforce the Uniform Building Codes and other local building safety programs in La Mesa. This includes administering the permit process, plan checking, and construction inspection. The primary goal of this program is public safety. A key means of achieving public safety in

the community is by insuring that the inventory of existing structures and new development are built and maintained to meet the most current building codes.

As part of the development review team, the Building Division is responsible for administering the plan check process for all City departments involved in the permitting process (i.e., Building, Planning, Fire and Engineering). Division staff also assist the permittee with other agency approvals needed to get projects underway in La Mesa. This often includes coordination with Helix Water District, the local school districts, SDG&E, the County Health Department, and others.

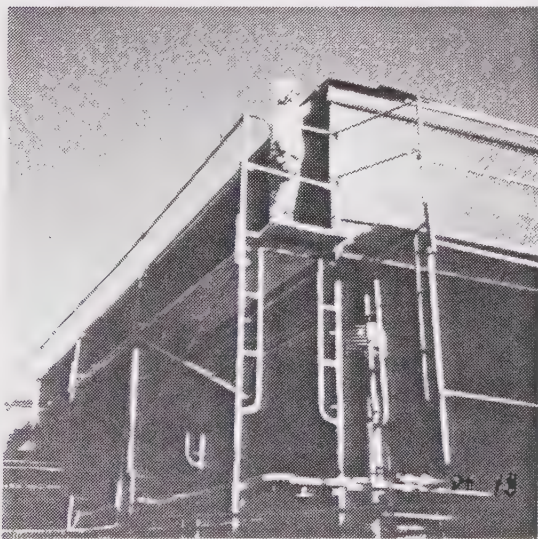
In a community like La Mesa, that is essentially built out, there are many projects that involve difficult sites (e.g., steep slopes or adaptive reuse of existing structures). This requires that the Building Division have the expertise to work with property owners and developers to interpret and implement the codes in an effective manner. This often involves upgrading existing structures to accommodate more intensive uses or to meet

newer, more restrictive codes. Maintaining these services in a cost effective manner, with self-supporting fees, provides the City with the ability to continually upgrade the City's building stock as development and redevelopment opportunities arise. This will keep La Mesa a safe place to live and work, and good place to invest.

The Building Division personnel are a key part of the City's overall public safety program. Staff are trained in the types of structural assessments needed after major natural disasters, such as earthquakes, to provide the type of expertise needed as part of a complete disaster preparedness plan. The Division is also responsible for the implementation of various programs needed to keep the City's facilities safe and in compliance with the latest codes, including such programs as the accessibility requirements of the Americans With Disabilities Act (ADA).

Planning Division

The Planning Division consists of two sections. The Current Planning Section focuses on tasks primarily related to the development review process. Coordination of the Development Advisory Board is a key element of the City's effort to provide the most efficient development review services feasible. Zoning and subdivision ordinance administration are top priorities, therefore, this Section works directly with some of the key tools used to implement the General Plan. In conjunction with these tasks, the Current Planning Section manages the City's



programs for urban design, implementation of the California Environmental Quality Act (CEQA), and historic preservation.

In addition to development review, the Current Planning Section is responsible for managing the City's zoning code enforcement program. This involves working with property owners to achieve compliance with the City's property development and maintenance regulations. If compliance is not achieved voluntarily, staff and the City Attorney work through the courts to correct outstanding violations. This is also an integral part of the City's overall public safety program.

The Advance Planning Section of the Planning Division focuses on longer range planning projects, as the name implies. It also has responsibility for managing several other programs directly related to General Plan implementation. As the long-range planning staff, this group is responsible for preparation and maintenance of the General Plan. This, of course, requires the synthesis of information from on-going operations in the City, response to regional trends, and integration of demographic data into land use and program policies for the community.

The Advance Planning Section also manages the City's Federal Community Development Block Grant (CDBG) funds, which serves as one of the few remaining Federal revenue sources available to help implement the General Plan. This program supports several social service programs which are consistent with the objectives of the General Plan, especially those found in the Housing Element. Most importantly, this program

facilitates the funding of certain capital improvement projects in lower income neighborhoods, which are allocated through the Capital Improvement Program (CIP). Such projects are required to be consistent with the General Plan. These funds also serve to support the Housing Rehabilitation Loan Program which provides direct financial support to qualified residents in the form of low interest loans and rebates for home maintenance and repairs. This is a critical part of the City's ability to meet both local and regional fair share housing assistance objectives as found in the Housing Element.

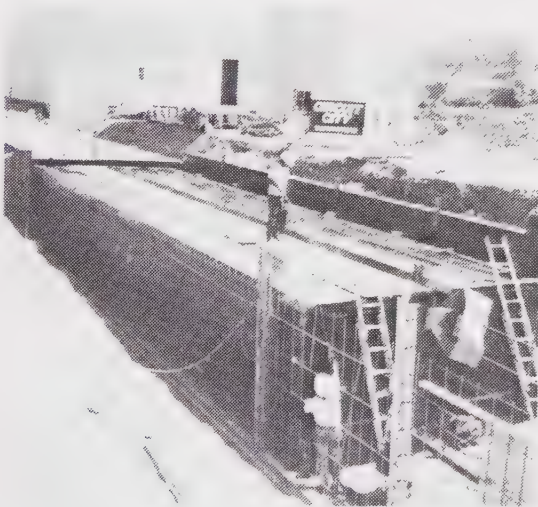
The Advance Planning Section provides the City's transportation planning function through the management of the Transportation Development Act (TDA) funds. These funds are allocated to the City from a portion of the State sales tax and are used to support both fixed route bus and trolley service to the community, and the provision of a demand responsive transit service known as Dial-A-Ride. These programs are based on the implementation of the policies and objectives of the Circulation Element and other specific transportation planning projects, such as the 5-year Transit Master Plan adopted in 1992. Within this transportation function, the Advance Planning Section is responsible for representing the City's interests in working with other agencies in the siting of major transportation facilities which impact La Mesa (e.g., Caltrans and MTDB).

The Advance Planning Section provides professional planning expertise for one other general area identified as "special projects." This includes assistance with the planning tasks required for redevelopment projects, and responsibil-

ity for representing the City on a variety of regional planning projects, such as the Regional Growth Management Strategy prescribed by local ballot initiative Proposition C, or the County Hazardous Waste Management Plan. Other examples of special projects that reflect this sections's varied assignments include projects such as the Downtown Village Specific Plan, the Civic Center Master Plan, and work on an Economic Development Strategy.

Redevelopment Division

The Redevelopment Division is responsible for administration and implementation of the City's three existing redevelopment project areas. The project areas include the Central Area in the downtown portion of La Mesa, and the Fletcher Parkway and Alvarado Creek project areas which generally follow the Alvarado drainage channel from Amaya Drive to 70th Street at the westerly City limits.



The purpose of the redevelopment projects is to provide the regulatory authority and financial resources to assist property owners and developers in the physical and economic redevelopment of blighted areas in the community. Financial assistance is provided through the use of tax increment financing to help developers with up-front development costs. Tax increment financing utilizes increased property tax revenue generated by the new development for re-investment in the project area. These funds are generally used to assist with long term financing, public improvements, property acquisition, and other forms of assistance generally needed to stimulate revitalization.

The redevelopment projects provide a direct method to implement the General Plan. In terms of public facilities, redevelopment has been very instrumental in the development of several major projects in recent years involving the provision of new public facilities. Examples of this implementation method for public facilities are:

The rebuilding and improvement of Northmont Park, in the vicinity of Severin Drive and Amaya Drive, as part of the Amaya Villages multiple family residential project.

The improvements to La Mesa Blvd. in the downtown area with the La Mesa Village Plaza project.

The storm drain improvements for the Alvarado Channel constructed with the Grossmont Trolley Center project along Fletcher Parkway from Grossmont Center Drive to Jackson Drive.

The Redevelopment Division is actively pursuing new projects to further upgrade the existing project areas. Recent emphasis has been on promoting projects which can enhance the City's economic base and to create new employment opportunities.

In addition, as required by redevelopment law, the City is setting aside 20% of the property tax increase to be used for the creation of low and moderate income housing projects to assist in implementing the objectives outlined in the Housing Element. The City will also explore new opportunities to further implement the policies of the General Plan through the expansion of the existing redevelopment project areas or to adopt new project areas.

Public Services & Facilities Policies

31. The Community Development Department will continue to provide code compliance services as a means of implementing community appearance and public safety goals and policies of the General Plan, and as a means of responding to citizen concerns about their community.

32. The Community Development Department will continue to provide housing rehabilitation assistance to lower income households through its loans and grants programs as funding is available.

33. The City will continue to support graffiti abatement programs through the public/private partnership currently working to overcome the problem.

34. The Community Development Department will continue to provide the transportation planning function for the City to insure La Mesa is adequately served by regional transit services and to insure that local transit services and facilities meet adequately supplement and inter-face with regional services.

35. The Community Development Department will continue to actively represent the City in regional planning projects and programs to assure proper local representation for La Mesa while supporting regional cooperation in the siting and funding of regional public facilities.

36. The Community Development Department will continue to implement the existing redevelopment projects and explore the need to expand existing project areas or adopt new project areas where the economic and physical redevelopment tools provided by a redevelopment plans can help the City achieve the goals and policies of the General Plan.

Services by Other Public Agencies

Several important governmental services are provided by other public agencies. Examples include schools, library, criminal justice, water and hospital services. The following section describes the agencies and the services provided to citizens of La Mesa.

La Mesa-Spring Valley School District

The La Mesa-Spring Valley School District provides education services grades K-8. District boundaries include City of La Mesa, with the exception of the Vista La Mesa area and a portion of Eastridge (See Figure 7). Also included in the district are the western portion of Mount Helix and Spring Valley as far south as the Sweetwater reservoir.



The District is governed by a five-member Board of Education elected to four-year terms by residents within the district.

District facilities include 17 elementary schools and 4 middle schools. Six elementary and two middle schools are located in La Mesa. Additionally two elementary school and one middle school are located in the unincorporated portions of the planning area. District offices are located on Date Street in La Mesa; the Operation Center is located on Conrad Street in Casa de Oro.

Total budget for the 95-96 school year was \$59,561,000. Total enrollment was 14,440. Per student expenditures were approximately \$4,125.

Lemon Grove School District

The Lemon Grove School District provides education services grades K-8. District boundaries include the corporate limits of the City of Lemon Grove and a portion of the City of San Diego. Also included are the Vista La Mesa and Eastridge areas of the City of La Mesa. The District is governed by a five-member Board of Education elected to four-year terms by residents in the district.

District facilities include six elementary schools and two middle schools. However, only one, Vista La Mesa Elementary, is located in the City of La Mesa.

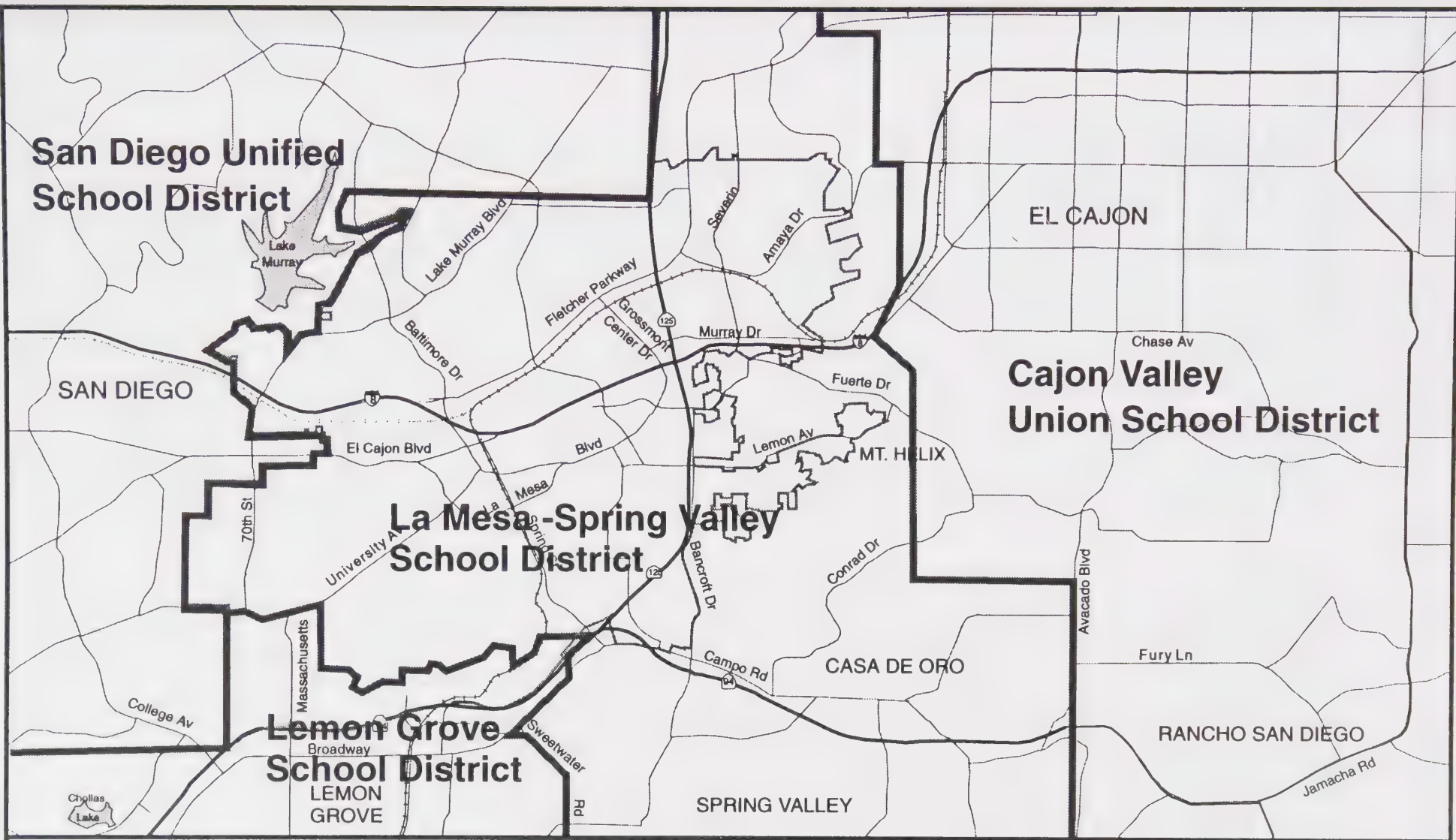


Figure 7

Elementary School Districts in the La Mesa Planning Area



Total expenditures budget for the 96-97 school year was \$18,521,000. Total enrollment was 4,330, and was expected to rise with the development of a large Navy housing project in the City of San Diego. Per student expenditure was approximately \$4,275.

Cajon Valley Union School District

The Cajon Valley Union School District provides education services grades K-8. District boundaries include the City of El Cajon, as well as, the Rancho San Diego area, and portions of Lakeside and Crest. The District is governed by a five-member Board of Education elected to four-year terms by district residents.

Total expenditure budget for 1987-88 was \$16,913,525.00. Total enrollment was 14,676. Per student expenditure was approximately \$1,150.00

District facilities include 19 elementary school and 4 junior high schools. Within the eastern portion of La Mesa's Planning Area there are three elementary schools, Avocado, Fuerte and Rancho San Diego.

Grossmont Union High School District

The Grossmont Union High School District provides education services grades 9-12. The district boundaries include all of the City of La Mesa as well as El Cajon, Lemon Grove, Santee, Spring Valley, Lakeside, Alpine and Jamul.

A five-member Governing Board is elected to four-year terms by voters residing within the district. There are ten high schools in the district. Grossmont and Helix High Schools are located in La Mesa. Total enrollment for the 1987-1988 school year was 18,791 students. Grossmont and Helix enrollment was 1,904 and 2,017, respectively. Total expenditures for the 1987-1988 school year was \$77.2 million. Per student expenditure was approximately \$4,000.00.

Table AN shows the schools within the above districts that are within the La Mesa Planning Area.

Grossmont-Cuyamaca Community College District

The Grossmont-Cuyamaca Community College District covers a wide area of east San Diego County including La Mesa, Lemon Grove, El Cajon, Santee and the unincorporated area. Voters in the district elect a five-member Board of Trustees to a four-year term of office. Facilities include two campuses plus the East County Performing Arts Center in El Cajon.

The Grossmont campus is located north of La Mesa City limits at the terminus of Lake Murray Boulevard. Dedicated in 1964 the Grossmont campus is 135 acres in size and serves over 15,500 students.

The first phase of Cuyamaca campus was dedicated in 1978 on a 165 acre site located northwest of Jamacha Road. Current enrollment at the Cuyamaca campus is 3,200.

Both facilities offer vocational training as well as Associate Degree and Certificate of Achievement programs. Residency within the district is not a requirement of admission.

The Grossmont-Cuyamaca Community College District also manages operation of the East County Performing Arts Center. Dedicated in 1977 the El Cajon Performing Arts Center provides performance space for a wide variety of entertainment and community events.

Helix Water District

Helix Water District is a public agency, operating under Irrigation District Law of the State of California. The District is governed by a five member Board of Directors elected to four-year terms by the voters residing within the district. The Board is empowered to establish water charges, levy assessments and adopt all policies, procedures and regulations regarding water storage and delivery within the boundaries of the district.

District history dates back to 1885 with the formation of the San Diego Flume Company. Water from Cuyamaca Lake was brought to La Mesa via a 33.5 mile redwood flume. The La Mesa Lemon Grove and Spring Valley Irrigation District later purchased the Lake and the flume to provide water for agricultural purposes. A name change to Helix Irrigation District and later Helix Water District reflect the diminished importance of agriculture within the district's service area. In 1986 only 1.6% of total water production was used for agricultural pur-

poses. The Helix District has been a member of the County Water Authority since the Authority was established in 1943.

Today the Helix Water District covers 49 square miles, serving the communities of La Mesa, El Cajon, Lemon Grove and Spring Valley. Population in the District is 220,000. Approximately 96% of gross area within the District is currently served by water utility infrastructure. There are 52,000 service connections. Annual water demand totals 42,000 acre feet. Average daily demand is 35 million gallons. Per capita water use is 170 gallons per day.

The District's primary water collection and storage facilities are at Lake Cuyamaca, Lake Jennings and El Capitan Reservoir. Grossmont reservoir located under Harry Griffin Park has a storage capacity of 30 million gallons. Twenty-two other above ground storage tanks are located throughout the district. Eleven of these are located in La Mesa. The above ground tanks provide an additional 35 million gallons for a total storage capacity of 65 million gallons of water.

In 1986 8.8% of the Helix Water District supply came from local sources and 91.2% was imported from Metropolitan via the County Water Authority. The proportion of local versus imported supply varies considerably from year to year. During the exceptionally high precipitation years of 1978-1981 the ratio of local water to imported water was almost 1:1.



Grossmont Hospital District

The Grossmont Hospital District was established in 1952. At that time there were not other major medical facilities in the east county. Today the District covers a 750 square mile area with a population of 350,000. Governed by a five-member board elected to two-year terms, the District is one of the largest in San Diego County.

The facility has 425 beds or approximately one for every 825 residents in the district. 650 doctors and 2,655 employees are on staff, make the hospital the largest employer in the East County. Annual admissions are 26,000. The emergency room treats an average of 3,400 patients per month.

Library Services

Library services are provided by the County of San Diego. A La Mesa branch is located in the Civic Center complex at 8055 University Avenue. The

County is a participant in the Serra Library system which provides reciprocal lending arrangements with other libraries throughout San Diego and Imperial Counties.

The La Mesa library is an 8,600 square foot facility housing over 95,000 volumes. Yearly circulation consists of approximately 300,000 books and other material. Staffing levels and hours of operation are periodically adjusted to meet budget constraints of San Diego County. The library also has a dedicated group of volunteers, contributing over 3,000 hours last year. Over 130 special programs for children and adults sponsored by the La Mesa branch attracted nearly 8,000 participants.

Recently adopted standards for the County Library system are .5 square feet per capita. Based on these standards the La Mesa branch facility is under sized for the size of the community. In spite of the small size, library staff has continued to provide a high quality level of service to the community. The 75th anniversary of library services in La Mesa was celebrated in 1988.

Regional Services Provided by the County of San Diego

The State of California assigns several major service responsibilities to the counties. Regional services provided by the County of San Diego include, health and social services programs, property assessment, property tax collection and distribution, municipal and superior court, probation and detention

facilities, coroner, registrar of voters and air pollution control. These services are available on an equal basis to all citizens of the County regardless of whether they reside in an incorporated or unincorporated area.

The County's regional services responsibilities are the result of State mandate; yet rarely are State mandated programs funded by the State. Approximately 90% of the annual County budget is devoted to the provision of regional services.

Public Services & Facilities Policies

37. La Mesa will continue to develop and maintain good working relationships with all special districts operating within the City Limits in an effort to coordinate the provision of needed services.

38. The City will continue to sponsor and support efforts involving the joint use of public properties especially for active recreation purposes.

39. The City will encourage and work with the Helix Water District to develop and utilize a recycled water distribution system for the irrigation of public landscape areas.

Implementation Programs

As with the policies and objectives listed above, the programs are grouped by the department responsible for implementation. Except where noted, it is anticipated that even with an uncertain financial future the City will be able to provide the programs listed.

Capital Improvement Program

The Five Year Capital Improvement Program (CIP) is a primary method the City has used to identify and prioritize funding for the kinds of major projects anticipated in the near future. General government is the first section. Subsequent sections include police and fire services, services provided by public works and parks and recreation services. The final section is municipal finance covering general revenue and expenditure patterns.

The CIP process involves the following general steps:

1. The Public Works Department annually receives project proposals from all City departments and organizes them for review.
2. A City management team reviews the requests and prioritizes the projects in order to make a recommendation to City Council.

3. The Planning Commission reviews the recommended list to make additions and findings of consistency with the General Plan.

4. The City Council approves the list of projects, funding sources and priorities as part of the annual budgetary approval process.

Police Department

1. Patrol

The Police Department maintains three patrol shifts which provide 24 hour response to calls for assistance and traffic control. This continual presence is expected to deter criminal activity in the City. The number of officers on each shift is reviewed annually during the budgetary process.

2. Investigation

This division of the department performs the follow-up activity to crimes or traffic accidents which occur in the City. Staffing within this section is determined by weighing the budget constraints with the City's crime rate.

3. Reserves

The department's ability to respond to complaints or incidents is greatly enhanced by this volunteer auxiliary. This service will be continued not only for its cost savings benefits, but also for its role as a recruiting technique.

4. Crime Prevention

In addition to responding to complaints and incidents, the Police Department assigns personnel to programs designed prevent crime. The best known

of these is the Neighborhood Watch Program; however, the department also is involved in Business Alert, Women Alert, Senior Savvy and Hospital Alert.

5. Animal Control

Animal Control Officers operate out of the Police Department; however, shelter services are contracted for through the City of El Cajon. There would appear to be no need to modify this arrangement in the near future.

Fire Department

6. Operations

The City provides 24 hour staffing of three fire stations. The appropriate level of staffing for these stations will be determined by future studies, and after the impacts are known from the loss of Station 12 to the 125 Freeway construction.

7. Emergency Medical Response

The Fire Department will continue to provide first responder medical emergency service to La Mesa residents. The Department will seek ways of providing that service on a cost effective basis.

8. Fire Prevention

Under this general heading the Fire Department will perform five separate tasks most of which are designed to help prevent fire rather than to respond to them. Personnel assigned to the prevention program will:

- 1) Review business license applications and examine sites for new businesses.

- 2) Administer the Weed Abatement Program.
- 3) Review new private development proposals for adequate fire safety and prevention features.
- 4) Provide fire safety and prevention information to the general public through an educational program including public speaking engagements and school presentations.
- 5) Investigate fire scenes to determine possible causes and analyze the impact of any preventive measures present at the site.

9. Regional Cooperation

The City has entered into mutual aid and joint powers agreements (JPAs) with other local and regional agencies in an effort to expand the fire protection afforded to La Mesa residents. La Mesa is part of the Heartland Communication Facility JPA and the Heartland Training Academy JPA. The City also is part of a JPA through the County Office of Disaster Preparedness which will provide appropriate response to incidents involving hazardous materials.

10. Disaster Preparedness

The Fire Department is responsible for the development and maintenance of a Disaster Preparedness Plan for the City of La Mesa. In this capacity, the department will also be responsible for conducting periodic drills to test City capability to respond to an emergency.

Public Works

11. Sanitation System Maintenance

The Public Works Department will continue to provide the maintenance and repair of sewer mains within the City Limits. The department will also continue to be an active participant in regional decision making efforts aimed at improving the Metro Sewer System to satisfy the Federal Clean Water Act. The City will continue to annually review its Sewer Fund to anticipate and identify the financial resources needed for sewer system maintenance and upgrades.

12. Street Maintenance

The Public Works Department will continue to provide the maintenance and repair of streets and alleys in the City. With the development of a City Pavement Management System, and the regional Congestion Management Plan, the department will be able to monitor existing conditions and anticipate maintenance needs in a more efficient manner.

13. Storm Drain Maintenance

The Public Works Department will also maintain the City's storm drainage features whether they are improved or unimproved. The department will seek the means to complete the Alvarado Creek flood control improvements, replace the deteriorating correlated steel pipes, and develop a Master Plan for Storm Drains.

14. Park Maintenance

The Public Works Department will continue to provide maintenance for the City's parks. Future funding will be needed for this function as landscaped street medians and possible additions to park landscaping are added to the inventory of maintenance responsibilities.

15. Capital Improvement Program (CIP)

Through its role as coordinator of the CIP, the Public Works Department can keep abreast of the City's needs for major infrastructure improvements, and insure projects maintain consistency with the General Plan.

Community Services

16. Recreational Programs

The Community Services Department will continue to offer a variety of programs, classes and services to meet the varied interests of La Mesa residents, so long as they remain self-supporting through registration fees. The Department will continually monitor community interests in an effort to provide services which would be used by the greatest number of residents.

17. Athletic League Coordinator

The lack of turfed athletic fields in the City makes it vital that the Community Services Department continue to coordinate the use of available facilities to insure an equitable distribution of time amongst the various leagues or groups. As part of this function the Department

will also act as liaison between the users and the school districts which have consented to allowing their facilities to be used when school is not in session.

18. Facilities Rental

The Community Services Department schedules the rental and use of several buildings in MacArthur Park at University Avenue and Memorial Drive, and provides reservation services for portions of other parks throughout the City. Fees collected from this program help defray the costs involved in staffing and maintaining these facilities.

19. Community Participation Program

This program has been able to take advantage of the experience and good will offered by La Mesa residents who are interested in their local government. By providing a means to place volunteers in situations where their talents are most useful, the City is able to improve its overall operation and save scarce resources, while establishing a sense of community pride and ownership.

20. Senior Services

Through the operation of the Senior Adult Center in Porter Park, the Community Services Department will continue to provide social, recreational and assistance programs to La Mesa's senior citizens. The Department will constantly monitor and adjust this program in an effort to meet the needs of the senior population within the limits of future budget guidelines.

21. Environmental Services

The City provides information and some assistance to its residents to encourage trash recycling. This program also schedules periodic household hazardous waste collection events to allow La Mesa residents an opportunity to safely dispose of small quantities of potentially harmful material.

Community Development

22. Code Compliance Programs

The Community Development Department operates the Building Inspection Division and the Zoning Compliance and Sign Permit functions of the Planning Division. These programs all involve applying City Codes intended to protect residents and businesses from conditions or practices which are not consistent with the City's requirements for a safe, healthy and attractive community. Although backed by penalties which can be applied by a court of law, La Mesa's enforcement procedures attempt to enforce City codes through education and voluntary compliance which is viewed as the more effective long term solution.

23. Real Estate Rehabilitation Program

Originally known as the Housing Rehabilitation Program, this program has components which are not strictly for housing. The majority of this programs efforts are designed to provide financial and technical assistance to lower income

households, using Community Development Block Grant (CDBG) or other funds. This program is explained in more detail in the Housing Element.

24. Transit Administration

The Community Development Department administers the Dial-A-Ride Program and contracts for local bus service, which is paid for out of Transit Development Act (TDA) funding. These funds are a portion of the state sales tax and must be used to develop public transit services within the City.

25. Redevelopment Agency

The Community Development Department provides the staff assistance for the La Mesa Redevelopment agencies. These agencies have been created in accordance with State regulations, and are intended to facilitate the physical and economic revitalization of selected portions of the community.

General Administration

26. Management Planning Team

The City Manager's Office acts as coordinator of the Management Planning Team, which represents all the City departments. Through the team concept this group will use its combined knowledge and experience to help the City Council guide the City on a sound financial course.

27. Customer Service Program

The City has recently initiated a Customer Service Program designed to help insure that City services are provided in a prompt efficient manner. The City Manager's Office will lead the implementation of this program and monitor its effectiveness.

28. Grant Applications

The City Manager's Office is generally responsible for coordinating the submission of applications for grants from other agencies and organizations which could be of assistance in funding a variety of City operations and programs.

29. Budget Review Process

The City Manager and the Management Planning Team will use the annual budget process as a tool to implement the policies and objectives of the City Council and the General Plan, and to monitor the City's progress in achieving its goals.

City of La Mesa

General Plan

Housing Element



La Mesa General Plan

Housing Element

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I. INTRODUCTION

The City of La Mesa, incorporated as a single family suburb to San Diego in 1912, is among the older jurisdictions in San Diego County. Approximately nine square miles in area, the City is situated astride Interstate 8, immediately adjacent the eastern boundary of the City of San Diego. (See Figure 1)

With a 1990 population of nearly 54,000, La Mesa has evolved into a mature suburban community. With remaining vacant land in La Mesa virtually non-existent, future residential development will occur primarily through infill on underutilized properties, and through public redevelopment efforts.

This Housing Element is intended to guide residential development and preservation in a way that coincides with the overall economic and social values of the community. The residential character of a city is largely dependent on the type and quality of its dwelling units, their location, and such factors as maintenance and neighborhood amenities. The Housing Element is an official municipal response to a growing awareness of the need to provide housing for all economic segments of the community, as well as legal requirements that housing policy be made part of the planning process. As such, the Element establishes policies that will guide City officials in daily decision making and sets forth an action program designed to enable the City to realize its housing goals.

A. STATE POLICY AND AUTHORIZATION

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's major housing goal. Recognizing the important role of local planning programs in the pursuit of this goal, the Legislature has mandated that all cities and counties prepare a housing element as part of their comprehensive General Plans. Section 65302 (c) of the Government Code sets forth the specific components to be contained in a community's housing element. Table 1 summarizes these State requirements and identifies the applicable sections in the La Mesa Housing Element where these requirements are addressed.

State law requires Housing Elements to be updated at least every five years to reflect a community's changing housing needs. La Mesa's Housing Element was last updated in 1985 and is currently being updated in compliance with the 1991-1996 update cycle for jurisdictions within the SANDAG region.

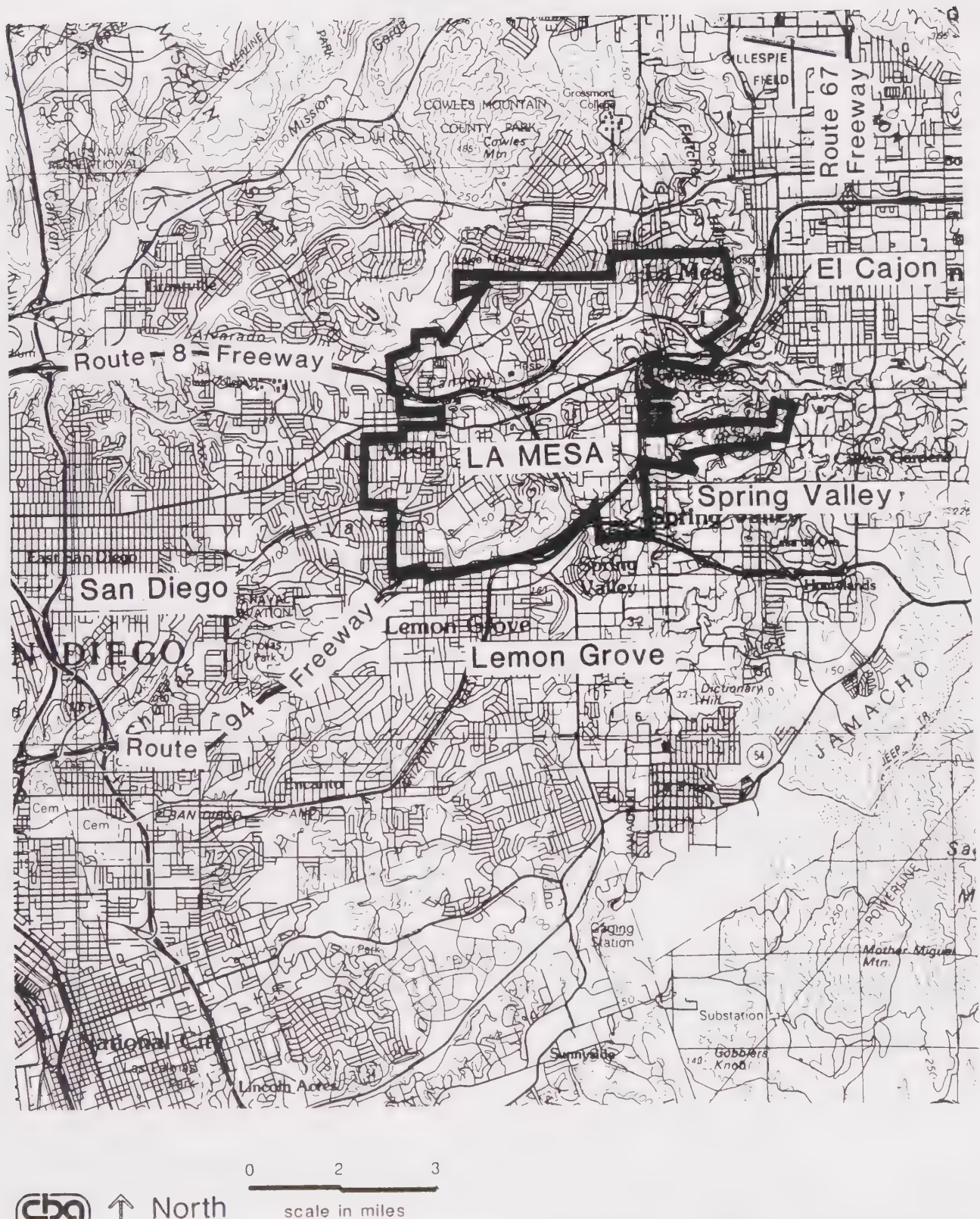


Figure 1
Regional Location Map

TABLE 1
STATE HOUSING ELEMENT REQUIREMENTS

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
<p>A. <u>Housing Needs Assessment</u></p> <ol style="list-style-type: none"> 1. Analysis of population trends in La Mesa in relation to regional trends 2. Analysis of employment trends in La Mesa in relation to regional trends 3. Projection and quantification of La Mesa's existing and projected housing needs for all income groups 4. Analysis and documentation of La Mesa's housing characteristics including the following: <ol style="list-style-type: none"> a. level of housing cost compared to ability to pay; b. overcrowding; c. housing stock condition. 5. An inventory of land suitable for residential development including vacant sites and having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites. 6. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels. 7. Analysis of existing and potential nongovernmental and market constraints upon maintenance, improvement, or development of housing for all income levels. 8. Analysis of special housing need: handicapped, elderly, large families, female-headed households, farmworkers. 	<p>Chapter II, Section A</p> <p>Chapter II, Section C</p> <p>Chapter III</p> <p>Chapter II, Section B</p> <p>Chapter II, Section B</p> <p>Chapter II, Section D</p> <p>Chapter V, Section A</p> <p>Chapter IV, Section B</p> <p>Chapter IV, Sections A, C</p> <p>Chapter II, Section B</p>

TABLE 1
STATE HOUSING ELEMENT REQUIREMENTS
(continued)

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
9. Analysis concerning the needs of homeless individuals and families in La Mesa.	Chapter II, Section B
10. Analysis of opportunities for energy conservation with respect to residential development.	Chapter V, Section B
B. <u>Goals and Policies</u>	
1. Identification of La Mesa's goals and policies relative to maintenance, improvement, and development of housing.	Chapter VI, Section A
C. <u>Implementation Program</u>	
An implementation program should do the following:	
1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels.	Chapter VI, Section C
2. Program to assist in the development of adequate housing to meet the needs of low-and moderate-income households.	Chapter VI, Section C
3. Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in La Mesa.	Chapter VI, Section C
4. Conserve and improve the condition of the existing and affordable housing stock in La Mesa.	

B. ORGANIZATION OF THE HOUSING ELEMENT

The City of La Mesa Housing Element is comprised of the following major components:

1. An analysis of the City's population, household and employment base, and the characteristics of the City's housing stock (Chapter II).
2. A summary of the present and projected housing needs of the City's households (Chapter III).
3. A review of potential constraints to meeting the City's identified housing needs (Chapter IV).
4. An evaluation of opportunities that will further the development of new housing (Chapter V).
5. A statement of the Housing Plan to address La Mesa's identified housing needs, including housing goals, policies and programs (Chapter VI).

C. RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of La Mesa General Plan is comprised of nine elements: 1) Land Use; 2) Housing; 3) Scenic Highway and Urban Design; 4) Historic Preservation; 5) Circulation; 6) Public Services and Facilities; 7) Conservation and Open Space; 8) Safety; and 9) Noise. Concurrent with this update to the City's Housing Element, the La Mesa General Plan is undergoing a comprehensive update. A major purpose of this update is to achieve internal consistency among all elements. By undertaking a comprehensive update to the City's General Plan, background information and policy direction presented in one element is also reflected in other Plan elements. For example, residential development capacities established in the Land Use Element and constraints to development identified in the Safety Element are incorporated within the Housing Element. This Housing Element Update builds upon the other General Plan elements and is entirely consistent with the policies and proposals set forth by the Plan.

D. PUBLIC PARTICIPATION

Section 65583 (c)(5) of the Government Code states that "The local government shall make diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort."

As part of the comprehensive update to the General Plan, the La Mesa City Council appointed a twenty-eight member citizens committee to assist in identifying issues to be addressed by the Plan, and in formulating goals and policies. The citizens committee met weekly for nearly four months, and developed a list of policies, in order of priority, for inclusion in each General Plan element. For purposes of

complying with the specific requirements of the Housing Element, citizen committee policies were augmented with goals and policies from the adopted 1985 La Mesa Housing Element, as well as additional policies developed to address identified housing needs.

Public hearings will be held on this revision to the Housing Element, before both the Planning Commission and City Council. Notification is published in the local newspaper in advance of each hearing. Public hearings are also held annually on the City's participation in the Community Development Block Grant Program of the County of San Diego.

The City intends to continue to support and cooperate with the Heartland Human Relations Association, and the San Diego County Housing Authority, in promoting equal housing opportunity for all economic segments of the community.

E. SOURCES OF INFORMATION

The analysis of population characteristics and existing housing stock for the Housing Element is based primarily on the following sources:

1. U.S. Department of Commerce, Bureau of Census, 1980 Census report;
2. State of California, Department of Finance, Controlled Population Estimates for 1-1-90;
3. San Diego Association of Governments (SANDAG), Regional Needs Statement - San Diego Region;
4. City of La Mesa Housing Assistance Plan (HAP) and 1989 Performance Report; and
5. Urban Decision Systems (UDS) Demographic Trends - 1990.

Whenever possible, Census, Department of Finance and SANDAG figures are used. Estimates and projections by Urban Decision Systems are used to supplement any information gaps. UDS annually prepares demographic household updates based on data supplied by Federal, State, county and city sources. In order to ensure consistency with population and housing unit totals obtained from Department of Finance and SANDAG, slight adjustments were made to the UDS data to reflect these totals.

II. BACKGROUND INFORMATION

A successful strategy for improving housing conditions must be preceded by an assessment of the housing needs of the community and region. This section of the Housing Element discusses the major components of housing need - that is, the trends in La Mesa's population, households, and employment base and the type of housing available. Since these changes have not occurred in a vacuum, the regional context is also presented.

The analysis which follows is broken down into four major subsections. Section A, Population Characteristics, analyzes the City of La Mesa in terms of individual persons and attempts to identify any population trends that may affect future housing needs. Section B, Household Characteristics, analyzes La Mesa in terms of households, or living groups, to see how past and expected household changes will affect housing needs. Section C, Employment, analyzes La Mesa residents in terms of occupation and employment sources as this directly affects the need for and location of housing. Section D, Housing Stock, analyzes the housing units in La Mesa in terms of availability, affordability, and condition. This assessment of La Mesa's housing needs will serve as the basis for identifying appropriate policies and programs in the Element to address these needs.

A. POPULATION CHARACTERISTICS

The entire Southern California region, including San Diego County, is among the fastest growing in the nation. Southern California, which includes Imperial, San Diego, Riverside, San Bernardino, Los Angeles, Orange, Ventura and Santa Barbara Counties, grew from 11,688,707 persons in 1970 to 13,750,217 persons in 1980, representing a population gain of over 17 percent (see Table 2). During this same ten year period, the population in San Diego County increased by 503,992 persons, or 37 percent, indicating that San Diego is growing much faster than the Southern California region as a whole. Growth during the 1980s has been rapid as well. Between 1980 and 1990 the Southern California population grew by an additional 3,532,063 persons (25.7%). San Diego County increased in population by 648,068 persons between 1980 and 1990, a 35 percent increase.

TABLE 2
REGIONAL POPULATION GROWTH: 1970-1990

COUNTY	POPULATION			CHANGE 1970-1990	
	1970	1980	1990	NO.	%
Imperial	74,492	92,110	119,600	45,108	+60.6
Los Angeles	7,032,075	7,477,503	8,769,944	1,737,869	+24.7
Orange	1,420,386	1,932,503	2,326,211	905,825	+63.8
Riverside	459,074	663,166	1,110,021	650,947	+141.8
San Bernardino	684,072	895,016	1,423,760	739,688	+108.1
San Diego	1,357,854	1,861,846	2,509,914	1,152,060	+84.8
Santa Barbara	264,324	298,694	354,072	89,748	+34.0
Ventura	376,430	529,174	668,553	292,123	+77.6

Source: U.S. Department of Commerce, Bureau of the Census, 1970 and 1980 Census Reports; State of California Department of Finance, Controlled Population Estimates for January 1, 1990.

The 1990 population of La Mesa is estimated by the California Department of Finance to be 53,976 persons, ranking it 10th among the County's 18 jurisdictions. The cause of growth in La Mesa is due primarily to the migration of residents into San Diego County. While the rate of growth in La Mesa has generally been comparable to that which has occurred County-wide, as La Mesa has become more built out, growth rates have fallen below those in the region (see Table 3). Unlike other more rapidly growing portions of the county, La Mesa has very little vacant land remaining for new development, resulting in a 1980-1990 population growth rate of 7.3 percent, among the lowest in the County.

Table 3
POPULATION TRENDS: LA MESA AND
SURROUNDING AREAS
1980 & 1990

JURISDICTION	1980(a)	1990(b)	% INCREASE
El Cajon	73,892	86,494	17.1
La Mesa	50,308	53,976	7.3
Lemon Grove	20,780	23,379	12.5
National City	48,772	56,649	16.2
San Diego	857,538	1,118,282	27.7
Santee	40,182	53,737	33.7
San Diego County	1,861,846	2,509,914	34.8

Source: (a) U.S. Department of Commerce, Bureau of the Census, 1980 Census Report;
 (b) State of California, Department of Finance, Controlled Population Estimates for 1-1-90.

As illustrated in Table 4, population growth in La Mesa peaked during the 1940s and 1950s, though the City continued to experience significant growth rates of over 25 percent during the 1960s and 1970s. The slowing of population growth to less than 8 percent during the 1980s represents the lowest level of growth since the City's incorporation in 1912. Annual rates of change in population between 1980 and 1990 never exceeded two percent. Between 1986 and 1987, the city's population evidenced a slight decline.

Table 4
CITY OF LA MESA
HISTORICAL POPULATION TRENDS: 1912-1990

YEAR	POPULATION	% INCREASE
1912	700	
1920	1006	43.7
1930	2513	150
1940	3925	56.2
1950	10,946	179
1960	30,441	178
1970	39,178	28.7
1980	50,308	28.4
1990	53,976	7.3
1981	50,314	0.01
1982	51,044	1.45
1983	52,101	2.07
1984	52,508	0.78
1985	52,598	0.17
1986	52,725	0.24
1987	52,090	(1.20)
1988	52,296	0.40
1989	53,004	1.35
1990	53,976	1.83

Source: U.S. Department of Commerce, Bureau of Census, 1980 Census Report; State of California, Department of Finance, Controlled Population Estimates for 1981-90.

Age Characteristics

The age structure of a population is an important factor in evaluating housing needs and projecting the direction of future housing development. Table 5 illustrates the age distribution of La Mesa residents in 1980 as reported by the Census and in 1990 by using estimates of Urban Decision Systems. As evidenced by the increase in median age from 33 years in 1980 to nearly 36 years in 1990, La Mesa is a maturing community. Factors contributing to the rising median age include the lower proportions of children and teenagers in La Mesa, and an approximate 3 percent increase in the elderly population over age 65. More "efficiency" units for independent living may be needed to accommodate the rising elderly population. Also, proportional increases in the 25-34 and 35-44 age cohorts may indicate an increased need in affordable housing for first-time homebuyers.

TABLE 5
CITY OF LA MESA
AGE CHARACTERISTICS: 1980 & 1990

AGE RANGE	1980 (a)		1990 (b)	
	# OF PERSONS	% OF POPULATION	# OF PERSONS	% OF POPULATION
0-5	2,725	5.4	2,645	4.9
6-13	3,982	7.9	3,400	6.3
14-17	2,750	5.5	1,997	3.7
18-20	2,895	5.8	2,213	4.1
21-24	5,336	10.6	5,398	10.0
25-34	8,951	17.8	10,795	20.0
35-44	4,965	9.9	7,017	13.0
45-54	5,167	10.3	5,020	9.3
55-64	6,143	12.2	6,099	11.3
65+	7,393	14.7	9,392	17.4
Total	50,307	100.0	53,976	100.0
Median Age	33.0		35.8	

Source: U.S. Department of Commerce, Bureau of Census, 1980 Census Report.

1990 figures are obtained by applying proportions of age distribution projected by Urban Decision Systems to Department of Finance estimates of 1990 total population.

Race/Ethnicity Characteristics

The racial and ethnic make-up of a population affects housing needs based on the unique household characteristics of different groups, and household size in particular. As illustrated by its racial composition (refer to Table 6), La Mesa is a predominantly white community, with whites comprising 95.4% of the City's population in 1980 and 92.3% in 1990. Though increasing, other racial representations still comprise a very small portion of the City's population. Blacks (2.9%) and Asians (2.7%) comprise the two predominant non-white racial groups in La Mesa. Blacks and Whites are the only growing racial representations in the City.

In addition to the five primary racial groups, the Census has a separate question related to whether the householder is of Spanish/Hispanic origin. "Origin" is defined as the ancestry, nationality group, lineage, or country in which the person's ancestors were born before their arrival to the United States. Persons of Spanish Origin can be of any of the five racial categories. An estimated 7.4 percent of La Mesa's 1990 population is of Spanish/Hispanic origin, representing a slight increase from 1980 by about 800 residents.

**TABLE 6
CITY OF LA MESA
ETHNIC COMPOSITION: 1980 & 1990**

RACE AND ETHNICITY	1980 (a)		1990 (b)	
	NUMBER OF PERSONS	% OF POPULATION	NUMBER OF PERSONS	% OF POPULATION
White	47,975	95.4	49,820	92.3
Black	928	1.8	1,565	2.9
Indian	266	0.5	486	0.9
Asian/Pacific Islander	798	1.6	1,457	2.7
Other	340	0.7	648	1.2
Total	50,307		53,976	
Spanish Origin	3,196	6.4	3,994	7.4

- Source:
- (a) U.S. Department of Commerce, Bureau of Census, 1980 Census Report;
 - (b) 1990 figures are obtained by applying proportions of ethnic composition projected by Urban Decision Systems to Department of Finance estimates of 1990 total population.

B. HOUSEHOLD CHARACTERISTICS

Information on household characteristics is an important indicator of housing needs in a community. The Bureau of the Census defines a household as all persons who occupy a housing unit, which may include families related through marriage or blood, unrelated individuals living together, or individuals living alone. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered as households.

In 1980, there were a total of 21,563 households in the City of La Mesa. According to the Department of Finance, the City had grown to 23,144 households in 1990, representing a 7.3 percent increase during the ten year period. As presented in Table 7, families represented the City's predominant household type in 1980 (61.8%), somewhat below the county-wide proportion (69%) of family households. Single-person households represented the second largest household group in La Mesa, comprising 28.4 percent of all households. An estimated 9.7 percent of the City's households fell within the "other" category, representing individuals who share a housing unit and are not related by blood or marriage.

Based on 1990 household estimates by Urban Decision Systems, the proportion of family households in La Mesa has decreased from 61.8 to 55.6 percent of total households. Factors contributing to this decline in the proportion of families may include the rising Senior and student populations, and the increased number and proportion of multi-family housing units in the City. Single-person households on the other hand have increased in relative magnitude since 1980 and currently comprise an estimated 32.4 percent of the City's total households. Finally, current estimates indicate an increase in the proportion of non-related individuals living together, "other" households comprising 12 percent of the total.

TABLE 7
CITY OF LA MESA
HOUSEHOLD TYPE: 1980 & 1990

HOUSEHOLD TYPE	1980(a)		1990(b)	
	NO. HOUSEHOLDS	% OF TOTAL	NO. HOUSEHOLDS	% OF TOTAL
Families	13,334	61.8	12,868	55.6
Singles	6,134	28.4	7,499	32.4
Other	2,095	9.7	2,777	12.0
Total	21,563		23,144	

Source: (a) U.S. Department of Commerce, Bureau of Census, 1980 Census Report;
(b) 1990 figures are obtained by applying proportions projected by Urban Decision Systems to Department of Finance estimates of 1990 total number of households.

Household Size

Household size is an important indicator identifying sources of population growth as well as overcrowding in individual housing units. A city's average household size will increase over time if there is a trend toward larger families. In communities where the population is aging, the average household size may actually decline.

La Mesa has maintained a constant rate of 2.27 persons per household between 1980 and 1990. (Refer to Table 8.) This consistency in household size is likely attributable to the City's relatively slow rate of growth during the 1980s, combined with the gradual maturing of the population. Both factors tend to have a stabilizing effect on population. In comparison with San Diego County (2.63 persons per household), the average household size in La Mesa is much lower, reflecting both a lower incidence of families and of ethnic groups with large families.

TABLE 8
HOUSEHOLD SIZE: 1980 & 1990

JURISDICTION	1980(a)	1990(b)
La Mesa	2.27	2.27
San Diego County	2.62	2.63

Source: (a) U.S. Department of Commerce, Bureau of Census, 1980 Census Report.
(b) State of California, Department of Finance, Controlled Population Estimates for 1-1-90.

Overcrowding

Overcrowding is another indicator of housing affordability. Unit overcrowding is caused by the combined effect of low earning and high housing costs in a community, and reflects the inability of households to buy or rent housing which provides reasonable privacy for their residents. The Census defines overcrowded households as units with greater than 1.01 persons per room, excluding kitchens, bathrooms, hallways and porches.

According to the 1980 Census, the incidence of overcrowding was minimal in La Mesa, with only 2.0 percent of households defined as overcrowded, compared with 5.6 percent County-wide. Applying this same percentage to the total number of households in 1990 translates to 463 overcrowded households. (Refer to Table 8.) However, the rate of overcrowding may have increased since 1980 based on housing costs which have increased at a rate exceeding gains in income. With the publication of 1990 census data, the magnitude of overcrowding can be more precisely identified.

Household Income

An important factor with respect to housing affordability is household income. While upper income households have more discretionary income to spend on housing, low and moderate income households are more limited in the range of housing they can afford.

According to SANDAG estimates, La Mesa's median household income in 1988 was \$27,875. As illustrated in Table 9, household income in La Mesa was approximately 6 percent lower than the County as a whole, with over 20 percent of households earning less than \$15,000 annually. Most of the jurisdictions in the surrounding area also had incomes which fell below those in the region.

TABLE 9
1988 HOUSEHOLD INCOME DISTRIBUTION
LA MESA AND SURROUNDING AREAS

	Median Income	Percent Above/Belo w Median	Under \$10,000	\$10,000 - \$14,999	\$15,000 - \$24,999	\$25,000 - \$34,999	\$35,000 - \$49,999	\$50,000 AND UP	# HHS
El Cajon	\$24,561	- (17.5)	4,733 14.5%	3,976 12.2%	7,914 24.3%	6,042 18.5%	5,351 16.4%	4,562 14.0%	32,578
La Mesa	\$27,875	- (6.3)	2,596 11.5%	2,360 10.5%	5,096 22.6%	4,265 18.9%	4,138 18.3%	4,101 18.2%	22,556
Lemon Grove	\$28,215	- (5.2)	757 9.3%	729 8.9%	1,975 24.2%	1,919 23.5%	1,796 22.0%	980 12.0%	8,156
National City	\$18,270	- (37.1)	3,224 21.6%	2,500 16.7%	4,312 28.8%	2,585 17.3%	1,644 11.0%	692 4.6%	14,957
San Diego	\$28,480	- (4.3)	48,291 12.2%	40,444 10.2%	84,974 21.4%	71,117 17.9%	71,156 17.9%	80,966 20.4%	396,94 8
Santee	\$35,385	18.9	775 4.4%	785 4.5%	29,465 16.8%	4,134 23.6%	4,340 30.4%	3,574 20.4%	17,554
San Diego County	\$29,755		91,487 10.8%	80,738 9.5%	177,304 21.0%	154,788 18.3%	159,699 18.9%	182,259 21.5%	846,27 5

Source: San Diego Association of Governments, 1988 Household Income Estimates.

Note: Median Income measured in 1987 dollars.

The Department of Housing and Urban Development and the State Department of Housing and Community Development have developed the following income categories and their definitions:

- Very Low Income - less than 50 percent of the regional (County) median.
- Low Income - between 51 and 80 percent of the County median.
- Moderate Income - between 81 and 120 percent of the County median.
- Upper Income - greater than 120 percent of the County median.

The City's 1980 and 1988 income distributions can be divided into these four income categories through interpolation, as presented in Table 10. According to SANDAG estimates, La Mesa has experienced a proportional decrease in Very Low and Upper Income households, and a proportional increase in Low and Moderate Income households during the 1980-1988 period. Very Low Income households have experienced the greatest proportional change of any group, with 16.1 percent of the City's 1988 households in 1988 earning less than half the County median income, as compared with 22.8 percent in 1980; this represents a numeric decrease of approximately 1,300 households classified as Very Low Income. Conversely, Low Income households have increased, from 18 percent in 1980 to 24 percent in 1988, representing a numeric growth of approximately 1,600 households. Moderate Income households have also increased from 20 percent to 23 percent. Finally, the proportion of Upper Income households in La Mesa have declined slightly from about 40 percent in 1980 to 38 percent in 1988, reflecting a numeric decrease of 140 households. In comparison with San Diego county as a whole, La Mesa has a slightly greater proportion of Very Low, Low and Moderate Income households, and a lesser proportion of Upper Income households.

TABLE 10
HUD INCOME GROUPS: LA MESA AND SAN DIEGO COUNTY

	LA MESA				SAN DIEGO COUNTY	
YEAR	1990				1990	
INCOME CATEGORY	HOUSEHOLDS	% OF TOTAL	HOUSEHOLDS	% OF TOTAL	HOUSEHOLDS	% OF TOTAL
Very Low	4,912	22.8	3,629	16.1	126,813	15.0
Low	3,836	17.8	5,404	24.0	190,216	22.5
Moderate	4,233	19.6	5,070	22.5	176,015	20.8
Upper	8,589	39.8	8,453	37.5	353,231	41.7
TOTAL	21,750	100.0	22,556	100.0	846,275	100.0
1980 median County Income:		\$17,107	1988 median County Income:		\$29,755	
1980 median La Mesa Income:		\$16,802	1988 median La Mesa Income:		\$27,875	

Source: San Diego Association of Governments, 1988 Household Income Estimates.

Housing Affordability

State and Federal standards for housing overpayment are based on an income-to-housing cost ratio of 30% and above. (However, as the 1980 Census utilized an overpayment standard of 25%, some sources which rely on 1980 Census data--e.g., SANDAG--may still utilize the 25% overpayment criteria.) Households paying greater than 30 percent have limited remaining income for other necessities such as food, clothing, utilities and health care. Upper Income households are generally capable of paying a larger proportion of their income for housing; therefore, estimates of housing overpayment generally focus on lower income groups.

Distinguishing between renter and owner housing overpayment is important because, while homeowners may over-extend themselves financially to afford the option of home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market and are generally required to pay the rent established in that market.

The SANDAG Regional Housing Needs Statement is based on an income-to-housing cost ratio of 25%. Based on SANDAG estimates, La Mesa had 5,094 lower-income renter households in 1980 that paid more than 25% of their income on rent, representing 50% of the renters in the City (refer to Table 11). In contrast, an estimated 1,012 of the City's lower-income homeowners overpaid for housing, representing 9% of all homeowners. This discrepancy is due in large part to the tendency of renter households to have lower incomes than owner households. Applying the 1980 ratio of overpayment among lower-income renters and homeowners to the 1990 ratio of renter- and owner-occupied units translates to 5,937 lower-income renters and 1,002 lower income owners overpaying for housing.

TABLE 11
CITY OF LA MESA
LOWER INCOME HOUSEHOLDS PAYING GREATER THAN 25%
OF INCOME FOR SHELTER

TENURE	1980(a)	1990(b)	% CHANGE
Owner	1,012	1,002	(0.9)
Renter	5,094	5,938	16.6
Total	6,106	6,940	13.7

Source: (a) U.S. Department of Commerce, Bureau of Census, 1980 Census Report;
 (b) 1990 figures are obtained by applying the proportions of lower-income overpayers estimated by SANDAG for 1980 to the 1990 proportions of owner and renter occupied units projected by Urban Decision Systems and the total number of owner and renter occupied units estimated by the State Department of Finance.

Special Needs Groups

Certain segments of the population may have more difficulties in finding decent, affordable housing due to special circumstances. In La Mesa, these "special needs" groups include the elderly, disabled persons, large families, female-headed households, farmworkers, students and the homeless. The number of special needs households (or persons) in La Mesa is summarized in Table 12.

TABLE 12
SUMMARY OF SPECIAL NEEDS GROUPS: 1990

NEEDS GROUP	1990 NUMBER OF HHS/PERSONS	% TOTAL
A. Elderly (65+) (Persons)	3,392	17.4
Elderly - Low Income Households	1,335	5.8
B. Large Families	1,097	4.7
Large Families - Low Income	190	0.8
C. Disabled (Persons)	5,560	10.3
D. Female-Headed Households	2,299	9.9
With Children	1,508	6.5
E. Farmworkers (Persons)	237	0.4
F. Students (Persons)	6,401	11.9
G. Homeless (Persons)	40	0.07

- Source:
- A. 1990 estimates of elderly population obtained by applying proportions from the 1988 La Mesa HAP to 1990 Department of Finance estimates of total households and population.
 - B. 1990 estimates of large families obtained by applying proportions from the 1988 La Mesa HAP to 1990 Department of Finance estimates of total households and population.
 - C. 1990 figure of disabled population obtained by applying 1988 La Mesa HAP estimates to 1990 Department of Finance estimates of total population.
 - D. 1990 estimate of female-headed households obtained by applying 1980 census proportions to 1990 Department of Finance estimates of total households. Female-headed households with children estimated by extrapolating from the 1988 La Mesa HAP estimates.
 - E. 1990 farmworker population obtained buy extrapolating from 1988 estimates by SANDAG's Regional Housing Needs Statement.
 - F. 1990 student population in La Mesa estimated by applying 1989 proportion of student population provided by SANDAG Regional Housing Needs Statement to 1990 Department of Finance estimate of total population.
 - G. 1990 homeless population estimated by SANDAG Regional Housing Needs Statement.

Elderly: The special needs of many elderly households result from their limited, fixed incomes, physical disabilities and dependence needs. In 1980, the relative proportion of elderly in La Mesa (14.7%) was significantly higher than the County as a whole (10.3%). The proportion of elderly in La Mesa has continued to grow; the 1990 elderly population is estimated to constitute 17.4% of the City's total population. This increase in elderly is reflective of the "aging-in-place" of the City's residents, as well as the construction of over 400 units of senior citizen housing since 1980.

Based on projections from the City's 1988 Housing Assistance Plan, an estimated 1,335 lower income elderly households are in need of rental subsidies in 1990, constituting 5.8% of the City's total households. The construction of over 125 units of senior rental housing since 1988 will assist in meeting some of this need. Housing needs of the City's elderly are addressed through housing policies and programs for congregate housing, reverse mortgages, rental subsidies, and housing rehabilitation assistance.

Large Families: Large families are identified in State housing law as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large households are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and in turn accelerating unit deterioration.

An estimated 1,097 La Mesa households had five or more members in 1990, representing less than 5 percent of the City's total households. Projecting from the Housing Assistance Plan, 190 of the City's large family households are in need of rental subsidies, representing 3.4% of the City's rental assistance needs. The extent of large families in need of housing assistance in La Mesa is therefore limited, and their needs can be addressed through housing programs targeted at reducing the rent or mortgage costs of larger dwelling units in the community.

Handicapped: Physical handicaps can hinder access to housing units of conventional design as well as limit the ability to earn adequate income. The proportion of handicapped/disabled individuals is increasing nationwide due to overall increased longevity and lower fatality rates. An estimated 5,560 La Mesa residents had work and/or transportation disabilities in 1990, comprising 10.3% of the City's population. According to the City's 1988 Housing Assistance Plan, this translates to an estimated 3,132 handicapped households, 994 (31.7%) of which are elderly disabled households.

Although no current comparisons of disability with income, household size, or race are available, it is reasonable to assume that a substantial portion of the handicapped fall within the Section 8 income limits, especially those households not in the labor force. Further, a substantial portion of the lower income handicapped are likely in need of housing assistance. Their housing need is further compounded by design and location requirements which are limited in supply and are often more costly. Special needs of households with wheelchair-bound or semi-ambulatory individuals, for example, may require ramps, holding bars, special bathroom design, wider doorways, lower cabinets, and elevators.

Housing opportunities for the handicapped can be addressed through the provision of affordable, barrier-free housing. The Housing Element sets forth policies to implement State Standards for the provision of handicapped accessible units in new development and, in addition, to encourage housing which is provided for the handicapped to be in close proximity to public transportation and services. Housing Element programs call for rehabilitation assistance to be targeted towards disabled renters and homeowners for unit modifications to improve accessibility. Handicapped accessible housing will also be provided via development of senior housing projects.

Female-Headed Households: Single-parent households require special consideration and assistance because of their greater need for day care, health care, and other facilities. Female-headed households with children in particular tend to have lower incomes, thus limiting housing availability for this group. In 1990, La Mesa has an estimated 2,299 female-headed households, 1,508, or 65% with children.

To address the housing affordability needs of La Mesa's female-headed households, the Housing Element provides for expansion of existing affordability programs, such as rent subsidies, and sets forth several new programs, including non-profit housing development and shared equity/downpayment assistance, to increase the supply of affordable housing. Housing opportunities for female-headed households with children are addressed through policies for the provision of affordable childcare, and for the location of family housing sites in close proximity to recreational facilities and public transit.

Farmworkers: The special housing needs of many agricultural workers stem from their low wages and the insecure nature of their employment. In San Diego County, documented and undocumented aliens from Mexico, Central and South America comprise a large portion of the County's migrant farmworkers. The urban nature of La Mesa and surrounding communities does not lead to the problems with migrant farmworkers experienced by other portions of the San Diego region. Estimates of the "farmworker" population in the City are extrapolated from 1980 responses to a Census question on employment. This question also includes people who work in such non-agricultural fields as nurseries and mineral extraction. Despite this grouping, the 1990 estimate for La Mesa's "farmworker" population is 237, or less than 1% of the City's total population. The demand for housing generated by farmworkers in La Mesa is thus estimated to be nominal and can be addressed through overall programs for affordability.

Students: The college student population in an area is another significant factor that affects housing demand. Although students represent a temporary housing need, the impact upon housing demand and post-study residence is critical in the immediate university areas. The same market forces that impact the lower income housing market will influence student housing. The high cost of housing condominium conversions, and student restrictions present difficulties for students looking for affordable housing.

San Diego State University, the largest university in the region with a 1990 enrollment of 35,309 students, provides housing for 2,489 students on campus. As a result of La Mesa's close proximity to San Diego State University and Grossmont

College combined with the City's significant stock of rental housing, La Mesa provides housing to a large number of students in the region. SANDAG estimates that La Mesa has approximately 6,400 college students residing in its jurisdiction.

The provision of affordable housing to recent graduates is critical to the local and regional economies. Recent graduates provide a specialized pool of skilled labor that is vital to the economy. Lack of affordable housing often leads to their departure from the region. Housing opportunities for students are addressed through the City's programs to encourage the construction of additional affordable rental housing. In addition, the City conditionally permits second units (non-age restricted) in all single-family zones, providing additional affordable rental opportunities for students.

Homeless: Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in homelessness include the general lack of housing affordable to low and very low income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidies to the poor, and the de-institutionalization of the mentally ill. Unofficial estimates by the United Way of America indicated that there are as many as 5,000 to 6,000 homeless persons in the San Diego county, with an estimated 2,500 homeless concentrated in downtown San Diego. According to SANDAG, the homeless population in San Diego region is comprised of a variety of individuals including: families; single parents with children; single women and men; farmworkers; employed, unemployed and the unemployable; mentally ill and developmentally disabled; alcoholics and drug abusers; runaway youths; and victims of domestic violence. According to SANDAG, families are considered to be the largest growing sector of the homeless population.

Due to the transient nature of the homeless, the precise number of homeless in La Mesa is difficult to quantify. The La Mesa Police Department estimates the City's daytime homeless population is between 15-30 individuals, and 12 or fewer in the evenings. The police indicate the number of homeless travelling through the City tends to increase during the winter months. The majority of La Mesa's homeless are single men with apparent alcohol or drug dependencies, or are mentally disabled. The greatest concentration of homeless in La Mesa are in the canyon near Alvarado Road and beneath the I-8 freeway overpasses.

Two organizations are active in the La Mesa area in providing assistance to the homeless -- Heartland Human Relations Association located in La Mesa, and Volunteers of America located in El Cajon. Heartland Human Relations is funded by a variety of sources including over \$20,000 annually from La Mesa CDBG funds. The organization maintains an emergency food program, referral services to emergency shelters and employment contacts. Heartland Human Relations serves an estimated 600-700 homeless individuals a year, the majority of which are single individuals (70%), although homeless families with children are also represented. Homeless individuals in need of emergency shelter are generally referred to St. Vincent De Paul located in downtown San Diego, and East County Emergency Shelter in El Cajon.

Volunteers of America operates the 19-bed East County Emergency Shelter located in the adjacent City of El Cajon. This is currently the only shelter in the East County region. The East County shelter provides emergency overnight accommodations on a temporary basis (3 to 7 days) to needy individuals and families. According to shelter staff, the demand for overnight facilities well exceeds the shelter's capacity. During a 10-month period in 1990, the shelter provided accommodations to 496 homeless individuals. When the East County Shelter is full, homeless individuals are referred to St. Vincent De Paul in downtown San Diego. St. Vincent has the capacity to accommodate up to 450 persons and serve 2,400 meals daily.

Two churches in the City of La Mesa are involved in providing shelter for the homeless -- United First Methodist Church and St. Andrews Church. Both churches belong to the Interface Shelter Network which arranges shelter for homeless males in participating churches for up to two weeks during the winter months. Churches belonging to the Network rotate the responsibility of sheltering the homeless. United First Methodist Church has room to house 12 persons and St. Andrews Church has room for 10 persons. Heartland Human Relations functions as a screening agency for the Network. Individual males eligible for the Network's shelter program are required to actively seek employment.

Employment income is commonly one of the greatest needs of the homeless. The Alpha Project for the Homeless in El Cajon serves as a job referral center for homeless in East County San Diego. The Alpha Project assists an average of 1,000 - 1,500 homeless on a monthly basis to both locate employment and, as necessary, receive job training through the Regional Opportunity (ROP) and Job Training (JTP) Programs, and to a lesser degree direct employment with the Alpha Project. Motel vouchers are also offered in emergency situations to the extent funding permits. The Alpha Project envisions opening a "resource center" in El Cajon to provide food, clothing and possibly even emergency shelter to supplement its job referral services. The City of La Mesa is currently considering contributing a portion of its CDBG allocation to the Alpha Project to assist in the program's operation.

The Housing Element calls for the City to coordinate with local social service providers to address the needs of the area's homeless population, and to cooperate in area-wide studies of need with groups such as the Housing Coalition of Greater San Diego County. Transitional and emergency housing will continue to be permitted as an accessory use to churches, institutions, and non-profit institutions operating under provisions of State law or local ordinances.

C. EMPLOYMENT

According to SANDAG, there were 24,884 persons in the La Mesa labor force in 1988. (Refer to Table 13.) The economic base of the City is predominantly service-oriented, with the majority of jobs in the retail and service sectors. In 1988, employees in these two sectors together represented 67% of employment in the City, much higher than the regional average of 41.4%.

One measure of the balance of a community's employment opportunities with the needs of its residents is through a "jobs-housing balance" test. A balanced community would have a match between employment and housing opportunities (a ratio of 1.0 jobs for every housing unit), theoretically enabling most residents to also work in the community. According to the Department of Finance, La Mesa had 23,632 housing units in 1988. Comparing this with the City's 1988 employment base translates to a job-housing ratio of 1.05, or 1.05 jobs for every housing unit. This ratio indicates that La Mesa has attained a relative balance between its employment and housing opportunities.

SANDAG provides another source of jobs to housing balance. In their January 1989 INFO report, SANDAG compares the resident and daytime populations in San Diego County jurisdictions. According to this report, La Mesa has a somewhat greater daytime population (7.8%) than its resident population. Projections to the year 2010 indicate an even greater imbalance, with the projected daytime population 24.2% above the City's resident population.

Policies to encourage housing development along with commercial growth, such as through mixed use zoning, will be important to achieve a greater balance between employment and housing opportunities in the future.

TABLE 13
LABOR FORCE CHARACTERISTICS - 1988

BY INDUSTRY	LA MESA		SAN DIEGO COUNTY	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
Agriculture	239	1.0	27,007	2.3
Construction	2,148	8.6	71,029	6.1
Manufacture	433	1.7	133,183	11.5
Transportation/Communication	504	2.0		3.3
Wholesale Trade	505	2.0	38,695	3.8
Retail Trade	7,510	30.2	44,054	17.1
Finance	2,557	10.3	199,125	6.3
Services	9,168	36.8		24.3
Government/Military	1,822	7.3	73,635	25.3
			282,602	
TOTAL	24,884	100	293,826	100
			641,158	
Housing Units	23,632		894,333	
Job-Housing Ratio	1.05		1.30	

Source: (a) San Diego Association of Governments, Regional Housing Needs Statement - San Diego Region;
(b) State of California, Department of Finance, Controlled Population estimates for 1-1-88.

D. HOUSING STOCK CHARACTERISTICS

A housing unit is defined as a house, apartment, or a single room, occupied as a separate living quarters or, if vacant, intended for occupancy as a separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall. A community's housing stock is the compilation of all its housing units.

Housing Growth

La Mesa is an older community with virtually all its residential land already developed. Forty-two percent of the City's housing stock was built prior to 1960. Since 1980, similar to its population growth rates, the rate of housing growth in La Mesa has also fallen behind that of the region. In 1990, La Mesa had a housing stock of 24,408 units, representing an 8 percent increase from 1980. This growth rate is substantially lower than the County's 32 percent growth rate.

TABLE 14
HOUSING TRENDS: LA MESA AND SURROUNDING AREAS 1980-90

JURISDICTION	NO. OF HOUSING UNITS		% INCREASE
	1980 (a)	1990 (b)	
El Cajon	30,083	34,722	15.4
La Mesa	22,577	24,408	8.1
Lemon Grove	7,550	8,706	15.3
National City	14,748	15,295	3.7
San Diego	341,575	434,690	27.3
Santee	16,163	18,210	12.7
San Diego County	718,211	945,503	31.6

Source: (a) U.S. Department of Commerce, 1980 Census Reports.
(b) California Department of Finance, Controlled Population Estimates.

Housing Type and Tenure

Due to the scarcity of vacant land for development, recent housing growth in La Mesa is characterized by infill development of multi-family apartments and condominiums, and to a lesser degree single-family units on underutilized parcels (Refer to Table 15). Between 1980 and 1990, single-family units have increased by less than 2% (from 12,070 to 12,297 units), while multi-family units increased by more than 16% (from 10,005 to 11,648 units). The City has several older mobilehome parks, many of which contain "travel trailers" and whose occupancies fluctuate. The decrease in mobilehomes during the 1980s does not reflect an elimination of any parks, but rather changes in occupancy rates. The overall vacancy rate in La Mesa is estimated at just over 5 percent which represents a healthy balance between the supply and demand of housing.

TABLE 15
HOUSING UNIT MIX: 1980-90

HOUSING TYPE	# OF HOUSING UNITS		CHANGE 1980-90	
	1980(a)	1990(b)	NUMBER	PERCENT
Single-Family (Attached & Detached)	12,070	12,297	227	1.88
Multi-Family	10,005	11,648	1,643	16.42
Mobile Homes	502	463	(39)	(7.77)
Total Units	22,577	24,408	1,831	8.11
Total Occupied	21,563	23,144	1,581	7.33
Vacancy Rate	4.49%	5.18%		

Source: (a) U.S. Department of Commerce, Bureau of Census, 1980 Census Report;
(b) California Department of Finance, Controlled Population Estimates for 1-1-90.

The 1988 La Mesa Housing Assistance Plan estimates that of the City's 23,668 occupied housing units, 11,991 (51%) are occupied by owners and the remaining 11,677 units (49%) are renter-occupied (Refer to Table 16). This proportional breakdown represents a shift from the 1980 owner-renter ratio (53% owners and 47% renters) and is reflective of the predominance of multi-family housing development in the City since 1980. The Housing Element sets forth programs to provide increased homeownership opportunities to households currently priced out of the ownership market.

**TABLE 16
TENURE OF OCCUPIED HOUSING UNITS: 1980-1988**

HOUSING TYPE	1980 (a)				1988 (b)			
	OWNER	% TOTAL	RENTER	% TOTAL	OWNER	% TOTAL	RENTER	% TOTAL
Single-Family	9,767	80.7	2,049	17.3	9,585	81.9	2,122	18.1
Multi-Family (2-4 du)	181	13.3	1,185	86.7	131	9.2	1,297	90.8
Multi-Family (5+ du)	1,116	14.1	6,788	85.9	904	10	8,128	90
Mobile Home	338	70.9	139	29.1	296	69.5	130	30.5
Total	11,402		10,161		10,916		11,677	

Source: (a) U.S. Department of Commerce, Bureau of Census, 1980 Census Report;
(b) City of La Mesa Housing Assistance Plan (HAP) - 1988

Age and Housing Stock Condition

Table 17 illustrates the period in which housing units were built in La Mesa. Reflective of the growth in San Diego County, over three-quarters of La Mesa's housing units have been constructed between 1950 and 1979. Housing growth began to slow during the 1980s, indicative of the limited remaining land available for development.

The accepted standard for major rehabilitation needs is after 30 years. In 1989, 42 percent of La Mesa's housing stock was over 30 years old, with an additional 22 percent (5,321 units) reaching 30 years of age during the 1990s. The age of the City's housing stock indicates the potential need for rehabilitation and continued maintenance of a significant portion of the City's housing.

**TABLE 17
CITY OF LA MESA
AGE OF HOUSING STOCK: 1990**

YEAR BUILT	# OF UNITS	% OF TOTAL
1939 or earlier	1,193	4.9
1940 - 1949	2,819	11.7
1950 - 1959	6,219	25.8
1960 - 1969	5,321	22.0
1970 - 1979	6,786	28.1
1980 - 1989	2,070	3.4
Total:	24,408	100.0

Source: (a) U.S. Department of Commerce, Bureau of the Census, 1980 Census Report;
(b) California Department of Finance, Controlled Population Estimates for January 1, 1990.

The City's 1988 Housing Assistance Plan (HAP) identifies the number of housing units in the City in substandard condition, as presented in Table 18. The overall quality of the City's housing stock is relatively high, particularly in light of the age of the City's housing, with only a small percentage of units needing replacement or rehabilitation. Of the City's 1988 housing stock, only 2 percent (476 dwelling units) were classified as substandard. The majority of the City's substandard residences are renter-occupied (77%). The HAP identifies 95% (451 units) of the City's substandard units as suitable for rehabilitation where necessary repairs are considered economically feasible; 346 of these units suitable for rehabilitation are renter-occupied, and 105 are owner-occupied.

TABLE 18
HOUSING STOCK CONDITION - 1988

	OWNER- OCCUPIED UNITS	RENTER- OCCUPIED UNITS	TOTAL
Total Dwelling Units	11,140	12,528	23,668
Substandard Units	111	365	476
Suitable for Rehab	105	346	451
Low Income	44	194	238
Need Replacement	6	19	25

Source: La Mesa Housing Assistance Plan, 1988-1991.

In order to augment the housing conditions information provided by the Housing Assistance Plan, City staff conducted a windshield survey of housing conditions in a portion of the City's single-family neighborhoods. The City surveyed a cross-section of residential neighborhoods which represented between one-quarter and one-third of the City's single-family housing stock. Based on exterior evaluation, each unit was rated as "good", "adequate", "deteriorated - suitable for rehabilitation", or "dilapidated-unsuitable for rehabilitation", as defined below.

The four categories used in the survey of structural conditions are as follows:

- *Good*: Those homes showing external signs of good maintenance and repair such as fresh paint, sound roofing and in most cases well maintained landscaping.
- *Adequate*: Those homes which appear to be structurally sound, but which show signs of deferred maintenance such as peeling paint, weathered roofing or severe neglect of landscaping. Some consideration of the age of the unit determined whether a house was in this category or the next one down.

- *Deteriorated - Suitable for Rehabilitation:* Those homes which are of questionable structural soundness and show signs of prolonged neglect as exhibited by missing or damaged siding, severely deteriorated roofing, 5 broken windows and/or trees which are overgrown and are exerting pressure on the house or its foundation. Also included were some older homes which may have appeared structurally sound but showed multiple signs of neglect such as peeling paint, weathered roofing and neglected landscaping.
- *Dilapidated - Unsuitable for Rehabilitation:* Those houses of such poor condition that repairs would likely exceed the value of the structure, and could not be performed within the funding limits of any existing City rehabilitation program. Only one fire damaged house in a multiple family zone was found to qualify for this rating.

The results of the survey confirmed the relatively low incidence of substandard housing in La Mesa identified in the Housing Assistance Plan. Of the total single-family dwellings surveyed, 87% were rated as being in Good condition, 11.6% in Adequate condition, 1.4% in Deteriorated condition, and only one house in Dilapidated condition. The survey thus documented a slightly lower proportion of substandard housing units than the Housing Assistance Plan (1.4% compared to 2%), although this is likely reflective of the absence of multi-family units from the survey and the inability to assess interior conditions rather than an actual improvement in the City's overall housing stock.

Through the housing conditions survey, City staff identified two neighborhoods not currently within the City's Housing Rehabilitation Target Areas which exhibited some concentrations of deteriorated housing. These two areas - delineated in Figure 3 - are identified in the program section of the Housing Element as potential target areas for housing rehabilitation assistance.

Housing Costs

Ownership Housing: Recent information on housing prices was obtained from TRW Real Estate Market Information Services, as published in the Southland Home Prices section of the *Los Angeles Times* and is presented in Table 19. The data includes sales of new and existing detached single-family homes and condominiums sold by home builders, real estate agents and homeowners. Sales data is presented by zip code, which generally approximates the jurisdictional boundaries of the cities listed.

As illustrated in Table 19, the median selling price in August 1990 for single-family homes in La Mesa ranged from \$160,000 north of Interstate 8 (zip code 92042) to \$182,000 south of Interstate 8. Prices for condominium units range from \$88,000 in southern La Mesa and \$112,000 in northern La Mesa. Housing prices in La Mesa are above the average housing prices for most of the surrounding areas. Condominium prices in La Mesa are substantially below that of the County, and fall between those in the surrounding jurisdictions. In the month of August 1990, a total of 85 homes and condominium units were sold.

TABLE 19
HOUSING SALES PRICES: LA MESA AND SURROUNDING AREAS
AUGUST 1990

JURISDICTION	ZIP CODES	MEDIAN PRICE HOME	MEDIAN PRICE CONDO	UNITS SOLD
El Cajon	92109	\$340,000	\$169,000	42
	92020	198,000	68,000	51
	92021	165,000	102,000	48
La Mesa	92041	\$182,000	\$88,000	51
	92042	160,000	112,000	34
Lemon Grove	92045	\$131,000	\$85,000	31
National City	90250	\$115,000	\$89,000	32
San Diego, Encanto	92114	\$135,000	--	74
San Diego, State College	92115	152,000	\$118,000	50
San Diego, San Carlos	92119	215,000	92,000	57
Santee	92071	\$150,000	\$105,000	13
San Diego County	All Zip Codes	\$180,000	\$120,000	1,034

Source: Los Angeles Times, TRW Real Estate Market Information Services.

Rental Housing: Advertised rental rates in La Mesa compiled from The San Diego Union between November and December 1990 are presented in Table 20. As illustrated in this Table, the majority of housing units available were one- and two-bedroom apartments, with average rental rates of \$495 and \$614, respectively. A substantial number of single-family homes were also listed for rent, with average rents of \$709 for two-bedroom houses and \$899 for three-bedroom houses. Condominium and townhomes offered a third rental option, although average rents were higher than apartments and single-family homes. The provision of larger rental units with three or more bedrooms was somewhat limited, with the exception of single-family homes.

According to 1990 HUD income guidelines, a four person household identified as Very Low Income earned up to \$19,450 annually, whereas a four person Low Income household could earn up to \$30,300. Based on the guideline that households should not spend more than 30% of their gross income on housing, Very Low Income households can afford to pay up to \$486 in monthly rents, whereas Low Income households can afford to pay up to \$758 monthly. Very Low Income households are thus faced with renting smaller studio and one bedroom apartment units in La Mesa or spending more than they can afford on housing costs. Low Income households on

the other hand have a variety of rental options available within their range of affordability.

TABLE 20
CITY OF LA MESA
RENTAL RATES BY UNIT TYPE: 1990

APARTMENT RENTAL RATES				
NO. OF BEDROOMS	NO. LISTED	MEDIAN RENT	AVERAGE RENT	RANGE
Studio	24	\$435	\$434	\$365-\$495
1	93	\$490	\$495	\$370-\$600
2	83	\$585	\$614	\$475-\$825
3	16	\$725	\$742	\$585-\$895
Total	216			
CONDO-TOWNHOUSE RENTAL RATES				
NO. OF BEDROOMS	NO. LISTED	MEDIAN RENT	AVERAGE RENT	RANGE
1	8	\$550	\$551	\$520-\$600
2	33	\$750	\$729	\$560-\$875
3	7	\$1,100	\$1,032	\$750-\$1350
Total	48			
SINGLE-FAMILY RENTAL RATES				
NO. OF BEDROOMS	NO. LISTED	MEDIAN RENT	AVERAGE RENT	RANGE
Studio	3	\$425	\$462	\$410-\$550
1	2	\$705	\$705	\$535-\$875
2	17	\$700	\$709	\$550-\$995
3	41	\$895	\$899	\$600-\$1150
4	5	\$1,050	\$1,229	\$995-\$1550
6	1	\$1,200	\$1,200	\$1,200
Total	69			

Source: San Diego Union, November-December 1990.

III. SUMMARY OF HOUSING NEED

Assuring the availability of adequate housing for all social and economic segments of La Mesa's present and future population is a primary goal of the City. To implement this policy, the City must target its programs and monetary assistance toward those households with the greatest need. This is a summary of the major housing need categories in terms of income groups as defined by Federal and State law. It includes the City's share of regional housing need as contained in the Regional Housing Needs Statement (RHNS) prepared by SANDAG pursuant to Section 65584 of the Government Code. The City recognizes the special status of very low and lower income households, which in many cases are also elderly, single-parent, or large family households. City housing programs focus on these households. As summarized in Table 21, the groups most in need of housing assistance in the near future include the following:

- (1) *New Residents*: The City of La Mesa has an identified future housing need of 1,406 new households between 1991-1996, translating to an additional 3,200 residents. At least 40 percent of these units should be targeted towards lower income households.
- (2) *Units in Need of Repair*: The City's 1988 Housing Assistance Plan identified a total of 476 residential structures in need of repair. Of these units, 451 were identified as suitable for rehabilitation. In the interest of health and safety, these units should be improved or removed. Twenty-five of these are estimated to need replacement.
- (3) *Overpaying Households*: Sales and rental rates for housing units in the City are at a level such that an estimated 6,940 lower income households are paying more than 25 percent of their income for housing. Certain households in La Mesa may have a more difficult time finding decent, affordable housing, such as seniors, large families and female-headed households.

These specific areas - expected growth, substandard housing, over payment for housing and households with special needs - are areas where the City can target its efforts toward realizing its goal for the provision of adequate housing.

TABLE 21
CITY OF LA MESA
EXISTING AND PROJECTED HOUSING NEEDS

Overpaying Households		Special Needs Households	
Total	6,940	Elderly	9,392
Renter	5,938	Handicapped	5,560
Owner	1,002	Large Households	1,097
		Overcrowded	463
		Female Headed w/Children	1,508
Units in Need of Repair		Household Growth: 1991-96	
Total	476	Total	1,406
Need Rehabilitation	451	Very Low Income	323
Need Replacement	25	Low Income	239
		Moderate Income	295
		Upper Income	549

Source: (a) 1980 U.S. Census
(b) SANDAG Regional Housing Needs Statement, San Diego Region, July 1990.

Note: Special needs figures cannot be totaled because categories are not exclusive of one another.

IV. CONSTRAINTS ON HOUSING PRODUCTION

A. MARKET CONSTRAINTS

The high cost of renting or buying housing is the primary ongoing constraint to providing adequate housing in the City of La Mesa. High construction costs, labor costs, land costs and market financing constraints are all contributing to decreases in the availability of affordable housing.

Construction Costs

The single largest cost associated with building a new house is the cost of building materials, comprising between 40 to 50 percent of the sales price of a home. According to the Construction Industry Research Board, overall construction costs rose over 30 percent during the past decade, with rising energy costs a significant contributor. Construction costs for wood frame, single-family homes of average to good quality range from \$45 to \$60 per square foot, custom homes and units with extra amenities run substantially higher. Costs for wood frame, multi-family construction average around \$42 per square foot, exclusive of parking. Construction of subterranean parking commands a much higher cost than surface parking, although most residential parking in La Mesa is and will continue to be at grade.

Lower housing costs can be achieved with the following factors: a) reduction in amenities and quality of building materials (above a minimum acceptability for health, safety, and adequate performance); b) availability of skilled construction crews who will work for less than union wages; and c) use of manufactured housing (including both mobile home and modular housing). An additional factor related to construction costs is the number of units built at the same time. As the number of units developed increases, construction costs over the entire development are generally reduced based on economies of scale. This reduction in costs is of particular benefit when density bonuses are utilized for the provision of affordable housing.

Land Costs

La Mesa is approaching a buildout with little vacant land remaining for residential or other development. Future residential development potential rests upon the recycling of existing sites. Information provided by local realtors and developers, including Leonard Smith Realty and Wardley Development, indicated that in 1989 very low density single-family residential land (2 units per acre) was priced at about \$3 per square foot; whereas, low density single-family residential land (7 units per acre) was priced at about \$10 per square foot. High density multi-family residential land (about 18 units per acre) was priced at about \$11.50 per square foot. Higher density zoning could reduce the cost per unit of land, but land zoned for higher densities commands a higher market price. Density bonuses rather than zoning changes may be the preferred vehicle for providing affordable housing as it would require that a portion

of the new units be reserved at fair market rents and/or would be occupied by low income households.

Financing

While interest rates have fallen more than 10 percent from their near 20 percent high in the early 1980s, they still have a substantial impact on housing costs which is felt by renters, purchasers and developers. Most conventional financing now utilizes variable rate. The ability of lending institutions to raise rates to adjust for inflation will cause many mortgage holders to overextend themselves financially, as well as returning to a situation where high financing costs substantially constrain the housing market. An additional obstacle for the first-time home buyer is the downpayment required by lending institutions of between 10-20%.

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower income households. In addition, government insured loan programs may be available to reduce mortgage downpayment requirements.

Under the Home Mortgage Disclosure Act (HMDA), certain major lending institutions are required to disclose the number, amount, and location (by census tract) of mortgage and rehabilitation loans originated or purchased. Security Pacific Bank is currently the only lending institution with HMDA reports available. Annual HMDA reports between 1986-1989 were reviewed to evaluate whether residential financing is generally available in La Mesa's lower income neighborhoods, consisting of tracts (145, 148.01, and 149). While numerous loans were initiated in Tracts 148.01 and 149 during this period, Tract 145 had only 1 home purchase loan and no rehabilitation loan issued by Security Pacific. However, evidence of construction and rehabilitation activity in this census tract would indicate loans are being issued by some of La Mesa's other lending institutions, including Bank of America, Union Bank, Home Federal, and Grossmont Bank. In addition, low interest and deferred rehabilitation loans are provided through the City's residential rehabilitation program administered through Bank of America.

Profit, Marketing and Overhead

Developer profits generally comprise 12 to 15 percent of the selling price of single-family homes and slightly lower for condominiums. Rising marketing and overhead costs have contributed to the rising costs of housing. Inflation has spurred much of the increase in marketing and overhead. Intense competition among developers has necessitated more advertising, more glamorous model homes and more expensive marketing strategies to attract buyers.

B. GOVERNMENTAL CONSTRAINTS

Housing affordability is affected by factors in both the private and public sectors. Actions by the City can have an impact on the price and availability of housing in

the City. Land use controls, site improvement requirements, building codes, fees and other local programs intended to improve the overall quality of housing may serve as a constraint to housing development.

Land Use Controls

The Land Use Element of the General Plan and corresponding zoning provide for a full range of residential types and densities dispersed throughout the City. The current Land Use Element has designated 3,326 acres (54%) of the City's total land inventory for residential uses, including single-family homes, multi-family units, mobile homes and group quarters. Residential densities in La Mesa cover a wide spectrum, including the following categories:

1. Rural Residential (2 unit/acre);
2. Semi Rural (3 units/acre);
3. Suburban Residential (4 units/acre);
4. Urban Residential (7 units/acre);
5. Restricted Multiple Residential (14 units/acre);
6. Multiple Residential (18-23 units/acre); and
7. Residential Mixed Density (7-24 units/acre).

In addition to these residential categories, the La Mesa General Plan also provides opportunities for the integration of residential uses in traditionally commercial areas. The Residential Business, and Mixed Use Urban categories provide for multiple residential infill (up to 23 du/ac) either integrated with commercial uses, or developed as separate residential projects. Local Serving Commercial, Regional Commercial, and Downtown Commercial land use categories also provide for the integration of residential uses above ground floor commercial.

While La Mesa does not have a City-wide design review process, the following locations and project types fall under the purview of the "Urban Design Overlay Zone" and are subject to approval by the City's Design Review Board: most commercial zones, all projects in the West Central Specific Plan (except single-family), and all residential density bonus projects. Recommendations of the Design Review Board will not alter the development standards (height, setback, parking or open space standards) of the underlying zone district, but rather focus on site design issues and building architecture.

La Mesa's residential development standards can be summarized as follows:

Characteristics of Lot, Location, and Height	RE1	R1R	R1S	R1	R1A	R2	R3	RB
Width	100'	80'	80'	60'	60'	60'	70'	70'
Depth	100'	80'	80'	70'	70'	70'	70'	70'
Area (in s.f.)	21,800	15,000	10,000	6,000	6,000	6,000	14,000	14,000
Front Setback	20'	20'	20'	15'	15'	15'	15'	15'
Side Setback	15'	10'	10'	5'	5'	(5' per story plus 4' for walls exceeding 100' length)		
Rear Setback	30'	30'	30'	15'	15'			
Structure Height	20'	20'	20'	20'	20'	20'	30' ^(a)	30' ^(a)
Coverage	40%	40%	40%	40%	40%	--	--	--

- (a) The maximum height of buildings in Zones R3 and RB, and buildings for which a Conditional Use Permit or site development plan is required, may be increased by Special Permit.

No density limits or minimum unit size requirements are placed on residential uses in the City's commercial zones. Development density is thus a factor of the height and setback requirements of the underlying zone, and the creativity in site design.

The City requires recreation and leisure open space in multi-family development according to the following standards:

- 500 sq.ft. per unit for the first 10 units
- 400 sq.ft. per units for units 11-20
- 300 sq.ft. per unit for units 21 and above

Up to 100 square feet of the open space requirement may be fulfilled through private open space (balconies, patios, etc). Common open space may include game courts or rooms, play lots, putting greens, roof gardens, swimming pools and similar type areas which serve all residents in a development.

The City has adopted an ordinance to facilitate and regulate the development of second units. While the ordinance does require a Conditional Use Permit for development of second units, reasonable parking (one space per unit) and other standards have been developed so as not to discourage their development. The City has approved eight second units over the past three year period.

The City does not have any growth control measures in place.

Fees and Improvements

Because La Mesa is almost completely built-out, there are few large tracts of vacant land unserved by the City's infrastructure. Consequently, site improvement costs vary depending on site location, proximity to existing facilities, and other variables.

The City charges various fees and assessments to cover the cost of processing permits and providing certain services and utilities. Table 22 summarizes the City's fee requirements for residential development. These fees are not considered excessive in light of the direct services provided by the City during the development review and approval process. Fees are reviewed annually and assessed on a pro rata share system based on the magnitude of the project's impact or the extent of the benefit derived by the project from the City service. The City does not now, nor does it plan to, charge the type of impact fees common in many developing municipalities. The exclusion of such costly impact fees effectively reduces the cost of developing housing in La Mesa.

In addition to City fees charged at the time building permits are issued, developers are required to pay school impact fees to the La Mesa-Spring Valley School District and the Grossmont Union High School District. The amount of these fees is controlled by State law and currently would add \$2.18 per square foot to the cost of a residential structure.

Through the policies and programs of the Housing Element, the City proposes to monitor all regulations, ordinances, departmental processing procedures, and residential fees to assess their impact on housing costs, and will offer reduced development fees for the provision of affordable and senior citizen housing.

Building Codes and Enforcement

The City of La Mesa has adopted the Uniform Building Code. This code is considered to be the minimum necessary to protect the public health, safety and welfare. No local amendments to the code have either been initiated or approved which directly affect housing standards or processes, with one exception. The City has adopted a local fire sprinkler ordinance which requires the installation of automatic sprinkler systems in apartment buildings three or more stories or containing more than 15 dwelling units. Sprinklers add approximately \$1.00 to \$1.50 per square foot in construction costs.

Local Processing and Permit Procedures

The evaluation and review process required by City procedures contributes to the cost of housing in that holding costs incurred by developers are ultimately manifested in the unit's selling price. The following describes typical time requirements for project processing in La Mesa:

1. Zone Change - two to three months
2. Site Plan Review - one month
3. Site Plan Review requiring Planning Commission and Council approval - two and a half months
4. Tentative Tract Map - six to eight weeks

For the purpose of expediting the review process, the City of La Mesa established a Development Advisory Review Board in 1983. This Board pulls together all departments involved in project review. As a result, deficiencies are more quickly ascertained and the overall processing approval time is kept to a minimum.

TABLE 22
PLANNING FEE SCHEDULE

DEVELOPMENT PROCESS	RELATED FEE
Planning and Zoning	
Variance	\$385.00*
Conditional Use Permit	465.00*
Special Permit	330.00*
General Plan Amendment/Specific Plan	715.00*
Zone Change or Pre-zoning Application	715.00*
Zoning Ordinance Amendment	440.00*
Subdivisions	
Tentative Subdivision Map	\$ 550 + \$30/lot*
Final Subdivision Map	1050 + \$55/lot
Planned Residential Development	465.00*
Tentative Parcel Map	440 + \$30/lot*
Final Parcel Map (collected by Engr.)	315.00
Parcel Map Waiver/Boundary Adjustment Plat	110.00
Certificate of Compliance	85.00
Extension Requests/Revisions	55.00
Miscellaneous Charges for Current Services	
Environmental Assessment/Initial Study	\$220.00
Extended Initial Study	385.00
Environmental Impact Report (EIR)	1000.00**
Site Plan Review	265.00
Design Review	265.00
Public Hearing Notices	70.00
Appeals	25.00*
Plan Check	12% Bldg Plan Check Fee 12% Bldg Permit Fee

* An additional fee of \$70.00 may be required for a public hearing notice.

** Deposit toward 20% of contract fee up to \$10,000.

Source: City of La Mesa, Planning Department, July 1, 1990.

C. INFRASTRUCTURE CONSTRAINTS

Another factor adding to the cost of new construction is the cost of providing adequate infrastructure--major and local streets; curbs, gutters, and sidewalks; water and sewer lines; and street lighting--which is required to be built or installed in new development. In most cases, these improvements are dedicated to the City, which is then responsible for their maintenance. The cost of these facilities is borne by developers, is added to the cost of new housing units, and eventually is passed on to the homebuyer or property owner.

Since La Mesa is almost fully developed, an extensive infrastructure system is already in place. However, there are many older parts of the City where the public improvements are outdated, substandard or not fully installed. The costs associated with infrastructure improvements will therefore vary depending upon the area in which the development proposal is located.

V. HOUSING OPPORTUNITIES

A. AVAILABILITY OF SITES FOR HOUSING

This section of the Housing Element evaluates the potential additional residential development which could occur in La Mesa under current General Plan and zoning. Figure 2 delineates the locations of future housing growth in the City, and Table 23 quantifies the number and type of dwellings which can be constructed.

Vacant sites

As an older community, virtually all of La Mesa's residential neighborhoods are built out. Vacant sites primarily consist of individual scattered lots in existing neighborhoods, and development occurs through infill on existing parcels.

The Eastridge Specific Plan area is located northerly of Highway 94 between Spring Street and Murray Hill and provides the last significant opportunity for single-family construction in La Mesa. The Specific Plan encompasses 192 acres of vacant land planned for a total of 474 dwelling units and a 55-acre habitat preserve. The westerly 97 acres of the Specific Plan area will be developed with 230 units of single-family housing.

The U.S. Navy has purchased 38 acres within the Specific Plan area for the construction of 244 townhouse units for Navy housing. Occupants of the Navy housing project will be primarily enlisted personnel earning an average of \$15,600 annually, plus a dependent housing allowance. In addition, a recently developed, unoccupied condominium project was purchased by the Navy to house an additional 56 navy personnel. Both of these Navy housing projects will provide housing which is affordable to very low income households.

As illustrated in Table 23, a total of 223 acres of vacant land are currently planned for residential development in La Mesa, supporting approximately 1,000 dwelling units. Sixty percent of the City's vacant residential acreages are contained within the Eastridge Specific Plan.

Underdeveloped Sites

In addition to development on vacant lands, there is also substantial potential in La Mesa for residential development on sites which are currently developed at densities lower than those permitted under zoning. It is through this "intensification" that the majority of the City's residential growth has been accommodated in recent years. There are a variety of factors that influence the development potential of an underdeveloped lot; including, size and shape of the lot, the value of the property as currently developed versus the value of the property developed to its full zoning potential, the location of existing buildings, access to streets and other public facilities such as sewer, the slope of the property, etc.

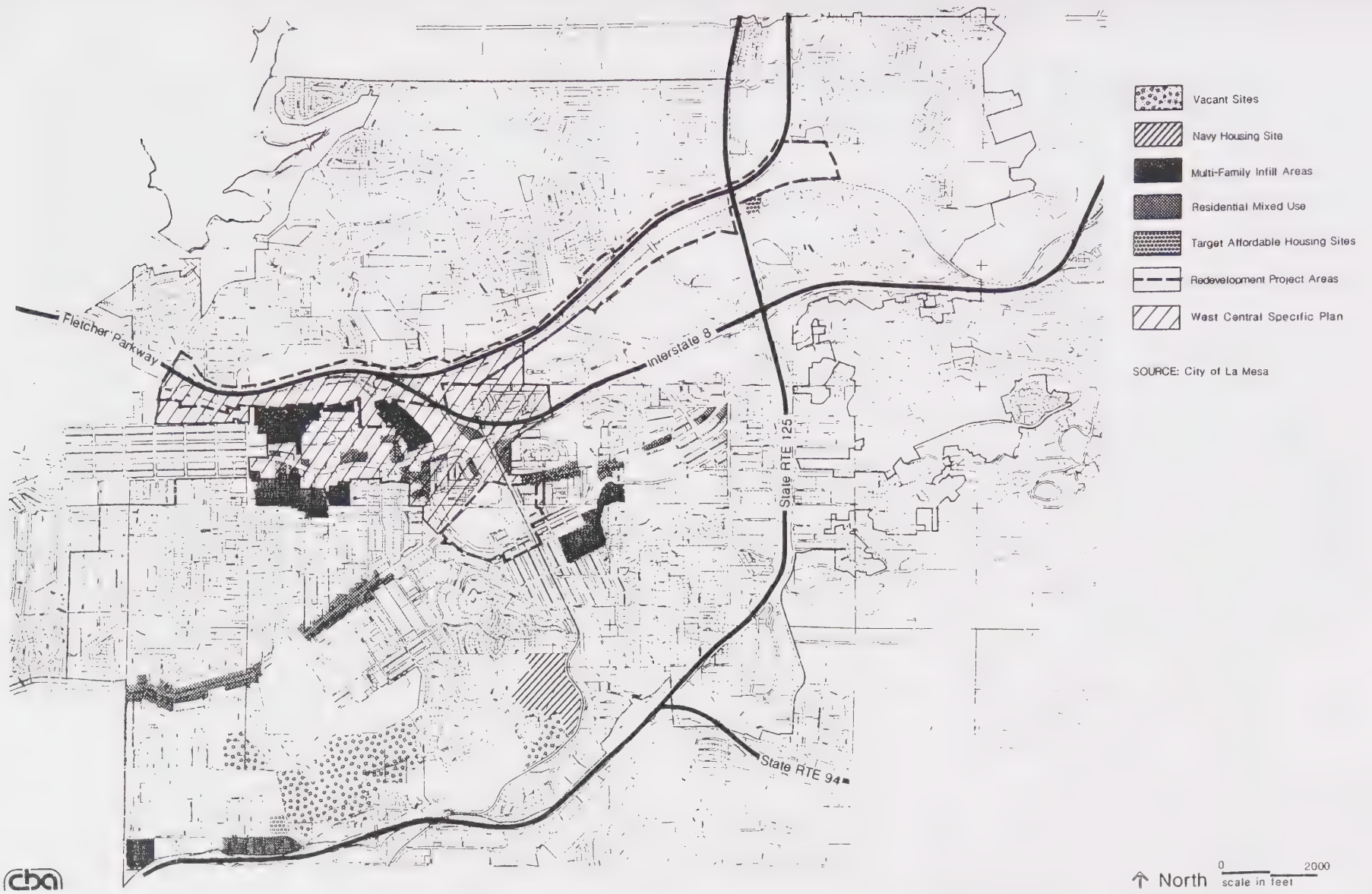


Figure 2
Housing Opportunity Areas

TABLE 23
CITY OF LA MESA
1991-1996 POTENTIAL RESIDENTIAL DEVELOPMENT SUMMARY

	Vacant Land		Underutilized Land			Target Affordable Sites		Totals	
Land Use Category	Acres	DUs	Acres	Potential DUs	Expected DUs	Acres	DUs	Acres	DUs
Rural (2 du/ac)	10	16						10	16
Semi Rural (3 du/ac)	6	15						6	15
Suburban (4 du/ac) ^a	170	610	418	(b)	50			588	660
Urban (7 du/ac)	28	159	123	(b)	100			151	259
Restricted Multiple (14 du/ac)	1.4	20	17	(80)	20			18.4	40
Multiple (18-23 du/ac)	2.7	64	121	(560)	63	6	100-120	129.7	227-
								35.8	247
Mixed Use Urban (24-40 du/ac) ^b	.8	20	35	(820)	203			4	223
Mixed Density (24 du/ac)	4	96							96
General and Downtown Commercial (no density limit)				(b)	248				248
TOTALS	223	1,000	714		684	6	100-120	943	1,784-1,804

Source: City of La Mesa Planning Department

^a Suburban Residential includes 244 units of Navy Housing and the 230 unit single-family Eastridge project.

^b Total potential residential development in areas designated for single-family and commercial land uses has not been estimated due to the unlikelihood of the majority of these areas recycling to residential use. "Expected development" has been estimated based on past development trends.

City staff has conducted a parcel-specific analysis to assess the increase in residential development which could occur in the City's multiple-family residential areas (Restricted Multiple-R2 and Multiple-R3) on underutilized properties. Areas which were geographically constrained were excluded from this analysis as were properties not expected to redevelop within the next five years. Staff's analysis indicates a net increase of up to 640 dwelling units which could be developed - 80 Restricted Multiple and 560 Multiple units.

In order to estimate the actual recycling activity expected to occur City-wide during the 1991-1996 time frame of this Housing Element, City staff has reviewed building department records over the past two year period (7/89 - 7/91). A net increase of 8 R-2 units and 25 R-3 units have been developed through recycling. Applying this same rate of recycling to the 7/91 - 7/96 period would indicate an expected increase in 83 dwelling units. Table 23 provides both the "expected" number of dwelling units to

develop on underutilized parcels based on historic development trends, and the total potential units which could develop under buildout.

One of the City's more active areas of residential recycling is the West Central Specific Plan located between I-8 and El Cajon Boulevard, delineated in Figure 2. At least five multi-family projects have been developed in this area over the past two years through recycling of underutilized parcels. The average overall density of existing residential development in this area is 9.8 du/acre. This is relatively low in comparison to the densities permitted under the Specific Plan (the majority of the residential areas are planned for Residential Mixed Density at 24 units/acre, or Mixed Use Urban at up to 40 units/acre). The Specific Plan indicates that the existing pattern of land use is "tied in with an inefficient pattern of subdivision and impaired land use", and therefore encourages the recycling of existing lower density residential to the higher densities permitted under the Plan. The Specific Plan emphasizes the need for new low-income housing in this area to replace the older low income units through such mechanisms as density bonus and redevelopment assistance (a portion of Plan Area falls within a redevelopment project area).

In addition to recycling in the City's multi-family areas, La Mesa continues to experience increased development in its single-family neighborhoods through infill on larger lots and through lot splits. Based on the substantial remaining infill capacity in single-family neighborhoods and previous levels of infill activity, staff estimates a net increase of 50 units in areas designated as Suburban Residential, and 100 units in areas designated for Urban Residential to occur during the five year period of this Housing Element.

As a means of providing increased opportunities for residential development and to assist in revitalization of some of the City's lower intensity commercial corridors, the La Mesa General Plan has established a Mixed Use Urban designation. The intent of this designation is to provide additional opportunities for multi-family infill (up to 40 units/acre) along University Avenue, El Cajon Boulevard, and La Mesa Boulevard either integrated with commercial uses within a given development, or developed as separate residential projects. A total of 71 acres in the Mixed Use Urban category have been identified by staff as likely to redevelop (including vacant parcels), as identified in Figure 2. An estimated half of these parcels could develop with residential uses, and assuming an average density of 23 units/acre, would accommodate 820 additional dwelling units. Extrapolating from actual development activity over the past two years in the City's mixed use areas, a total of 203 residential units could be expected to be developed over the five year period of the Housing Element.

Finally, the City of La Mesa provides additional opportunities for residential development by allowing multi-family residential in all commercial zones. Residential uses are permitted by right above ground floor retail or office uses subject to the same development standards as the underlying commercial zone. Staff's experience has been residential development in commercial zones tend to develop at densities of 20 units/acre and above. The City Redevelopment Agency is currently assisting in the development of a mixed use project in its Downtown Commercial area which incorporates four levels of condominiums (95 units) above ground level retail and below grade parking. Given the level of residential development in the City's

commercial zones over the past two year period, a total of 203 units can expected to be developed over the five year period of the Housing Element.

Target Affordable Housing Sites

The City has identified two target sites for the development of affordable housing within the five year time frame of the Element.

The first target site is a vacant lot approximately three acres in size located between Fletcher Parkway and Grossmont Center Drive at the end of the Campina Drive cul-de-sac. Adjacent apartment buildings and a Trolley Station make this site well-suited to multi-family housing development. CalTrans has approached the City to solicit interest in purchase of the site, and the City has indicated a willingness to negotiate with the State for site acquisition. The City/Agency intends to provide a land write-down combined with other development incentives for a private developer to construct low income rental housing. The City anticipates an estimated 50 affordable housing units to be developed on this site.

The second target affordable housing site is the County Road Yard site located on the corner of Waite Drive and Murray Hill Drive. The site has in recent months been utilized as a temporary collection facility for household hazardous waste, and will require testing for residual contamination and potential minor clean-up. Due to extensive precautions being taken to handle and contain the material received, any necessary contamination clean-up resulting from this temporary use should be minimal. The City has been contacted by the County Housing Authority seeking City support for the development of affordable housing on this site. The Housing Authority is currently pursuing acquisition of the three acre site from the County Public Works Department. It is uncertain at this time what form of ownership an affordable housing project on this site would take. The City/Agency may assist the Housing Authority in purchase of the site, and may work with a non-profit housing development corporation to develop and take ownership of the project. The City estimates between 50-70 affordable rental units will be developed on this site.

In addition to these two target affordable housing sites, assisted housing will be developed within the City's three redevelopment project areas identified in Figure 2. Pursuant to redevelopment law, 15 percent of all units developed in a redevelopment project area must be guaranteed for occupancy by low and moderate income households and 40 percent of these must be affordable to very low income households. For example, as part of the Fletcher Parkway Redevelopment Area, 384 units of market rate housing have been developed in the "Villages of La Mesa" project. In compliance with redevelopment requirements, the Agency will assist in the development of a minimum of 58 units of low and moderate income housing in this Project Area, 24 units of which will be affordable to very low income households. La Mesa's three Redevelopment Project Areas thus represent a significant opportunity for the development of affordable housing.

Availability of Public Services and Facilities

As a highly urbanized community, public facilities are available to facilitate the development throughout La Mesa. All of the land designated for residential use is served by sewer lines, water lines, streets, storm drains, telephones, electrical and gas lines.

Residential Development Potential Compared with La Mesa's Regional Housing Needs

As indicated in Table 21, the Regional Housing Needs Statement (RHNS) prepared by SANDAG has identified a future housing need for La Mesa of 1,406 dwelling units to be developed during the 1991-1996 period. Combining the residential development potential on vacant and underdeveloped parcels, and on the two target affordable housing sites, an estimated 1,700 could be developed in La Mesa during the five year time frame of the Housing Element (refer to Table 23). This would indicate the City's General Plan and zoning provide for a residential development capacity which is adequate to accommodate the City's share of regional housing needs.

In terms of development opportunities for lower income households, 45 percent (794 dwelling units) of expected residential growth has been allocated to multiple family units at a minimum of 18 units an acre, with 223 units permitted at densities up to 40 units/acre, and 248 units permitted without a maximum density limit. In addition, the 244 unit Navy housing project and the 100-120 low income units on the City's two target affordable housing sites will make a significant contribution towards meeting the need of the 562 future Very Low and Low Income households identified by SANDAG as La Mesa's future housing need. The City/Agency will further assist in the development of affordable housing through the programs set forth in the Housing Element, including density bonus, land write-downs and incentives for senior citizen housing and an effective utilization of the 20 percent redevelopment set-aside requirements.

B. OPPORTUNITIES FOR ENERGY CONSERVATION

Under current law, La Mesa's Housing Element must include the following:

Analysis of opportunities for energy conservation with respect to residential development. Section 65583(a)(7).

By way of background, the Legislature in 1974 created the California Energy Commission to deal with the issue of every conservation. The Commission in 1977 adopted conservation standards for new buildings. The Legislature directed the Commission to periodically improve the standards to account of state-of-the-art energy efficient building design. The Commission has recently adopted revised energy standards for new residential buildings. The revised energy conservation standards for new residential buildings have been placed in Title 24 of the California Administrative code. The new standards apply to all new residential buildings (and additions to residential buildings) except hotels, motels, and buildings with four or more habitable stores and hotels. The regulations specify energy saving design for walls, ceilings and

floor installations, as well as heating and cooling equipment and systems, gas cooling devices, conservation standards and the use of nondepleting energy sources, such as solar energy or wind power.

Compliance with the energy standards is achieved by satisfying certain conservation requirements and an energy budget. Among the alternative ways to meet the energy standards are the following:

- Alternative 1: The passive solar approach which requires proper solar orientation, appropriate levels of thermal mass, south facing windows, and moderate insulation levels.
- Alternative 2: Generally requires higher levels of insulation than Alternative 1, but has no thermal mass or window orientation requirements.
- Alternative 3: Also is without passive solar design but requires active solar water heating in exchange for less stringent insulation and/or glazing requirements.

Standards for energy conservation, then, have been established. The home building industry, in turn, must comply with these standards while localities are responsible for enforcing the energy conservation regulations.

In relation to new residential development, and especially affordable housing, construction of energy efficient building does add to the original production costs of ownership and rental housing. Over time, however, the housing with energy conservation features should have reduced occupancy costs as the consumption of fuel and electricity is decreased. This means the monthly housing costs may be equal to or less than what they otherwise would have been if no energy conservation devices were incorporated in the new residential buildings. Reduced energy consumption in new residential structures, then, is one way of achieving affordable housing costs when those costs are measured in monthly carrying costs as contrasted to original sales price or production costs. Generally speaking, utility costs are among the highest components of ongoing carrying costs.

Opportunities for additional energy conservation practices include the implementation of "mitigation measures" contained in environmental impact reports prepared on residential projects in the City of La Mesa. The energy consumption impacts of housing developments may be quantified within the scope of environmental impact reports, prepared by or for the City of La Mesa. Mitigation measures to reduce energy consumption may be proposed in the appropriate section so environmental impact reports, prepared by or for the City of La Mesa. Mitigation measures to reduce energy consumption may be proposed in the appropriate section so environmental impact reports. These mitigation measures, in turn, may be adopted as conditions of project approval.

Some additional opportunities for energy conservation include various passive design techniques. Among the range of techniques that could be used for purposes of reducing energy consumption are the following:

- Locating the structure on the northern portion of the sunniest area on the site.
- Designing the structure to admit the maximum amount of sunlight into the building and to reduce exposure to extreme weather conditions.
- Locating indoor areas of maximum usage along the south face of the building and placing corridors, closets, laundry rooms, power core, and garages along the north face to the building to serve as a buffer between heated spaces the colder north face.
- Making the main entrance a small, enclosed space that creates an air lock between the building and its exterior; orienting the entrance away from prevailing winds; or using a windbreak to reduce the wind velocity against the entrance.
- Locating window openings to the south and keeping east, west and north windows small, recessed, and double-glazed.

These and any other potential state-of-the-art opportunities could be evaluated within the context of environmental impact reports and/or site plan review. Feasible site planning and/or building design energy conservation opportunities then could be incorporated into the project design. An evaluation of the potential for energy conservation could be incorporated into the permit and processing procedures of the City as discussed in the late section of governmental constraints.

VI. HOUSING PLAN

Chapters II to V establish the housing needs, opportunities and constraints in La Mesa. The Housing Plan presented in the following chapter sets forth the City's goals, policies, and programs to address La Mesa's identified housing needs.

A. GOALS AND POLICIES

This section of the Housing Element contains the goals and policies the City of La Mesa intends to implement in order to address a number of important housing-related issues. The following six major issue areas are addressed by the goals and policies of this Element: 1) ensure that a broad range of housing types are provided to meet the needs of the existing and future residents; 2) ensure that housing is maintained and preserved; 3) increase opportunities for homeownership; 4) ensure the availability of housing-related services for special needs groups; 5) ensure housing is sensitive to environmental and social needs; and 6) promote equal housing opportunity. Each issue area and the supporting goals and policies are identified and discussed in the following section.

HOUSING OPPORTUNITIES

The City of La Mesa encourages the construction of new housing units that offer a wide range of housing types to ensure that an adequate supply is available to meet existing and future needs of all groups. The provision of a balanced inventory of housing in terms of unit type (e.g., single-family, apartment, condominium, mixed residential/commercial), cost and style will allow the City to fulfill a variety of housing needs.

GOAL 1.0: Encourage adequate provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of La Mesa residents.

Policy 1.1: Provide a variety of residential development opportunities in the City, including low density single-family homes, moderate density townhomes, higher density apartments and condominiums, and residential mixed use to fulfill regional housing needs.

Policy 1.2: Encourage both the private and public sectors to produce or assist in the production of housing, with particular emphasis on housing affordable to lower income households, as well as the needs of the handicapped, the elderly, large families, female-headed households and homeless.

- Policy 1.3:** Facilitate the development of low and moderate income housing by offering developers incentives such as 1) density bonuses; 2) low interest or tax-exempt financing; 3) City participation in on- and off-site public improvements; and 4) flexibility in zoning and development standards.
- Policy 1.4:** Assist residential developers in identifying and preparing land suitable for new housing development.
- Policy 1.5:** Require that housing constructed expressly for low and moderate income households not be concentrated in any single portion of the City.
- Policy 1.6:** Encourage the development of housing for the elderly by offering density bonuses and other zoning incentives, such as reduced parking requirements, and encourage such housing to be located within close proximity to community center and transportation services.
- Policy 1.7:** Encourage the development of residential units that are accessible to handicapped persons or are adaptable for conversion to residential use by handicapped persons.
- Policy 1.8:** Encourage developers to employ innovative solutions to meet housing needs, including adaptive reuse of existing non-residential buildings.
- Policy 1.9:** Encourage higher density residential housing to be evenly distributed throughout the community. Locate higher density residential development within close proximity to public transportation, services, recreation and neighborhood shopping centers.
- Policy 1.10:** Continue to allow transitional/emergency housing facilities as accessory uses to churches, institutions and non-profit social service providers operating under provisions of State law or local ordinance.
- Policy 1.11:** Monitor all regulations, ordinances, departmental processing procedures and fees related to the rehabilitation and/or construction of dwelling units to assess their impact on housing costs.

MAINTENANCE AND PRESERVATION

The goal of housing preservation is to protect the existing housing stock and to avoid a degree of physical decline that will require a larger rehabilitation effort to restore quality and value. As an older community with nearly half its housing stock over 30 years old, it is important that the City of La Mesa facilitates an ongoing housing maintenance program. The City implements an active housing rehabilitation program utilizing CDBG monies directed towards neighborhoods which evidence deferred housing maintenance.

GOAL 2.0: Maintain and enhance the quality of existing residential neighborhoods in La Mesa.

- Policy 2.1:** Continue existing rehabilitation programs which provide financial and technical assistance to economically depressed areas, and lower income property owners/tenants to enable correction of housing deficiencies.
- Policy 2.2:** Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing conditions in La Mesa.
- Policy 2.3:** Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.
- Policy 2.4:** Encourage the retention of existing single-family neighborhoods which are economically and physically sound.
- Policy 2.5:** Encourage the maintenance of older mobilehomes and travel trailers in La Mesa during their useful life to insure that they provide shelter which is safe and healthful. Closure of mobilehome/travel trailer parks will occur only after property owners comply with provisions of State law dealing with tenant impact analysis and relocation assistance.
- Policy 2.6:** Mitigate the displacement impacts occurring as a result of residential demolition through unit replacement or relocation of tenants.
- Policy 2.7:** Educate owners of historic properties on the benefits of home repair and remodeling using design and materials consistent with the character of their neighborhood.
- Policy 2.8:** Upgrade substandard public facilities, such as storm drains and sidewalks, to benefit lower income neighborhoods.

HOME OWNERSHIP

The option of homeownership has become a privilege in Southern California which is often not available to low and even moderate income households or potential first time homebuyers. While condominiums offer a relatively affordable home ownership option in La Mesa, the 10%-20% downpayment serves as a constraint to many potential homebuyers. The City's Redevelopment Agency will investigate means of developing a shared equity program to facilitate affordable homeownership opportunities.

GOAL 3.0: Provide increased opportunities for homeownership.

- Policy 3.1:** Provide favorable home purchasing options to low and moderate income households, such as interest rate write-downs, downpayment assistance, and mortgage revenue bond financing.
- Policy 3.2:** Encourage alternatives forms of homeownership, such as shared equity ownership and limited equity cooperatives.
- Policy 3.3:** Facilitate the purchase of units converted to condominium ownership by existing tenants through the use of ownership subsidies.

AFFORDABLE HOUSING SUPPORT SERVICES

In addition to policies designed to increase the availability and adequacy of the City's affordable housing stock, it is important that services are available that ensure efficient utilization of the housing stock. Of particular importance in La Mesa are housing related services for the elderly, handicapped and the homeless.

GOAL 4.0: Provide housing support services to address the needs of the City's low and moderate income residents.

- Policy 4.1:** Continue to support and actively market the shared housing program sponsored by the East County Council on Aging as an affordable housing option for seniors to share housing in the community.
- Policy 4.2:** Encourage and cooperate in area-wide studies with such groups as the Housing Coalition of Greater San Diego County to identify the specific needs of the homeless.
- Policy 4.3:** Continue to support and coordinate with Heartland Human Relations and other local social service providers to address the needs of the homeless and other housing-related issues such as discrimination.
- Policy 4.4:** Continue to support the Community Service Center for the Disabled to assist handicapped individuals in attaining needed services.
- Policy 4.5:** Continue to support the La Mesa Nutrition Center in operating the Meals-on-Wheels program.
- Policy 4.6:** Consider the use of density, financial and other incentives to encourage the development of child care facilities coincident with new housing development.

ENVIRONMENTAL SENSITIVITY

As an urbanized community, various land uses in La Mesa are developed within close proximity of one another. It is an on-going concern of the City to ensure that residential growth is sensitive to the existing environmental setting. Residential development will be accommodated which is coordinated with available community resources and infrastructure and which is designed to minimize impacts on the natural and built environment.

GOAL 5.0: Ensure that new housing is sensitive to the existing built and natural environments.

Policy 5.1: Ensure that multi-family infill development is compatible in design with single-family residential areas, and is consistent with the existing neighborhood character.

Policy 5.2: Protect residential neighborhoods from excessive noise, through traffic, and incompatible land uses.

Policy 5.3: Accommodate new residential development which is coordinated with the provision of infrastructure and public services.

Policy 5.4: Encourage the use of energy conservation devices and passive design concepts which make use of the natural climate to increase energy efficiency and reduce housing costs.

Policy 5.5: Locate higher density residential development close to public transportation.

FAIR HOUSING

In order to make adequate provision for the housing needs of all economic segments of the community, the City must ensure equal and fair housing opportunities are available to all residents.

GOAL 6.0: Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 6.1: Continue active support and participation with the Heartland Human Relations Association to further spatial deconcentration and fair housing opportunities.

Policy 6.2: Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, age, sex, and household composition.

B. EVALUATION OF ACCOMPLISHMENTS UNDER ADOPTED HOUSING ELEMENT

State Housing Element law requires communities to assess the achievements under adopted housing programs as part of the five year update to their housing elements. These results should be quantified where possible (e.g. rehabilitation results), but may be qualitative where necessary (e.g. mitigation of governmental constraints). These results then need to be compared with what was projected or planned in the earlier element. Where significant shortfalls exist between what was planned and what was achieved, the reasons for such differences must be discussed.

The La Mesa 1985 Housing Element contains a series of housing programs with related quantified objectives for the following topic areas: Housing Improvement, Housing Production, Housing Assistance, Removal of Governmental Constraints, and Equal Housing Opportunities. The following section reviews the progress in implementation of these programs, the effectiveness of the element, and the continued appropriateness of identified programs. The results of this analysis will provide the basis for developing the comprehensive housing program strategy presented in the final section of Housing Element.

Housing Improvement

A major emphasis of the City's 1985 Housing Element was on housing rehabilitation. While the Element identifies only 2.5% of La Mesa's housing stock as substandard, with such a large segment of the City's housing over 30 years in age, the effects of both deterioration and obsolescence could lead to a significant portion of the City's housing becoming substandard once a trend sets in. The City's 1985 Housing Element sets forth a variety of housing rehabilitation programs and quantified program objectives to prevent such decline from occurring in La Mesa's neighborhoods.

La Mesa continued to implement a variety of owner and renter rehabilitation programs during the 1985-1990 period, and achieved the rehabilitation of 153 units during this time. These programs include owner-occupied rehabilitation loans and home improvements, rental unit rehabilitation loans and home improvements, and a rental rehabilitation demonstration program. Rehabilitation efforts were achieved through use of Community Development Block Grant (CDBG) funds.

Implementation progress fell short of planned objectives under three of the City's rehabilitation programs, although expectations were exceeded in two program areas. In terms of owner-occupied rehabilitation programs, 46 low interest and deferred loans were made between 1985-1990, compared with a goal of achieving 65 loans. Owner rebates, on the other hand, well exceeded Housing Element goals, with 64 rebates issued since 1985 in contrast to a goal of 25 rebates. Rental rehabilitation loans and rebates both fell short of the 50 unit objective for each program, with 16 loans and 7 rebates issued during the 1985-1990 period. Finally, the City's Rental Rehab Demonstration Program which combined Section 8 certificates with rehabilitation assistance was successful in achieving the rehabilitation of 20 rental units, compared with a goal of 14 units.

City staff has indicated that the shortfall in achieving its rehabilitation goals is a result of two factors: 1) general lack of interest in the Rehabilitation Program during the middle part of the decade, in part because of an adjustment in the City's target areas. In 1986 the City established the Vista La Mesa Rehabilitation Target Area which eventually generated a number of applications for home improvements. However, it took a couple of years for the residents of the area to learn about and accept the City's program. During this adjustment period the Rehabilitation Program was able to operate primarily with program income from earlier loans, freeing CDBG funding for needed public improvements in the Vista La Mesa area. 2) A period of good economic conditions which made private lending sources with fewer restrictions more attractive than the City loans with their health and safety considerations.

The City has modified the organizational structure of the Community Development Department which has improved the means in which rehabilitation efforts can be targeted, budgeted and tracked. Efforts will soon be made to again adjust the Rehabilitation Target Areas and to expand the Rental Rehabilitation component of the Rehabilitation Program. With these modifications the City expects to reach more residential units in need of assistance and meet its commitments to low and moderate income households.

Housing Production

SANDAG determined the following household growth needs in La Mesa for the 1984-1989 period:

Income Group	Number of Households
Very Low	95
Low	73
Moderat	81
Upper	173
TOTAL	422

In addition to household growth needs, additional housing production needs are generated by: 1) the need to replace substandard housing, and 2) the need to maintain a healthy vacancy level. In consideration of these factors, the La Mesa Housing Element establishes the following housing production needs:

◦ Household Growth	422
◦ Replacement of Substandard Housing	31
◦ Maintenance of Healthy Vacancy Rate	22
TOTAL	475

An inventory of sites suitable for residential development is included in the City's 1985 Housing Element which indicates the potential development of 1,219 housing

units on vacant land, and an additional 1,297 units on underutilized parcels. Combined, the housing unit potential on vacant and underutilized parcels was identified as adequate to satisfy the City's five year construction needs (N=475).

The 1985 La Mesa Housing Element states that the City will facilitate the production of at least 475 housing units over the five year period from mid-1984 to mid-1989 to fulfill La Mesa's share of regional housing needs. According to the Department of Finance, La Mesa had a net increase in 1,035 housing units during the past five years (1985-1990), thereby well exceeding its stated housing production goal of 475 units. Over 80% of the residential development which occurred during this period (857 units) were in multi-family structures with five or more units. The City encouraged the development of housing affordable to lower income households through the following actions:

- Granting a density bonus to facilitate the development of 81 units of affordable senior citizen rental housing in Guava Gardens. 25% of these units are set aside for low income seniors, with the remaining 75% affordable to moderate income seniors.
- Adoption of an ordinance in 1985 pertaining to the construction of second units in R-1 areas where such development was previously disallowed.
- Approval of 214 units of senior citizen congregate housing in the Waterford Terrace and Grossmont Gardens facilities.
- Maintenance of an inventory of suitable sites for residential development through the City's Land Use Information System/assessor parcel database, and distribution of the land inventory to individuals and groups interested in developing low income housing.
- Adoption of a senior housing policy which allows for the development of senior housing on any site within the City pursuant to development of a specific plan.

In addition to the above policies for lower income housing, the City will be looking for other methods to help meet the five year objective for new housing production of 1,406 units. One such method would be to encourage the provision of housing in appropriate redevelopment projects. An example of this type project is the Phase II-A development under construction in the Downtown Redevelopment Area, which includes 95 condominium units on four levels above commercial uses.

During the time frame of the updated Housing Element, it is appropriate to continue to state housing production goals, objectives and policies. Previous goals will be reassessed based on a current land inventory and site suitability analysis.

Housing Assistance

Housing assistance refers to bringing the cost of housing into reasonable relationship to income or ability-to-pay for shelter. Goals for housing assistance contained in the City's 1985 Housing Element include the following:

- To achieve housing assistance for at least 60 additional families through the Section 8 housing assistance payments program.
- To achieve the production of 30 new housing units for low and moderate income households through some combination of local resources/incentives and State and Federal housing programs.
- To achieve the production of 20 senior citizen and/or family handicapped housing units through the existing voter approved Article 34 referendum.
- To conserve affordable rental housing units by continued implementation of the condominium conversion ordinance.

During the 1985-1990 period, La Mesa achieved the following housing assistance goals. The City continued to participate in the Section 8 rental subsidy program, and secured 107 additional certificates and vouchers, well exceeding its goal for 60 additional subsidies. As for production of new low and moderate income housing units, no additional units were produced during this period. And while the City did not utilize its remaining Article 34 allocation of 72 low-rent senior citizen housing units, the City did achieve the production of 81 units of affordable senior citizen apartments through density bonus incentives. The City continues to implement its condominium conversion ordinance, although did not receive any applications for condominium conversions during the 1985-1990 period.

La Mesa allocates approximately \$15,000 annually to the East County Council on Aging for implementation of a Shared Housing Program in its jurisdiction. This program matches renters with compatible homeowners, thereby reducing housing expenses for both parties. The majority of households assisted are lower income, and after placement, their housing costs are generally reduced to below 30% of their income. The Agency reports an average of 12 roommate matches annually in La Mesa.

These housing assistance programs remain appropriate for the updated Housing Element, and have been incorporated into the updated Housing Plan.

Removal of Governmental Constraints

Potential governmental constraints are not prevalent in La Mesa. The City's Land Use Element and zoning provides for a range of housing types, and governmental induced housing costs are minimized. This is typified by the City's progressive attitude toward allowing a mixture of residential units in its commercial zones. The City's 1985 Housing Element sets forth goals and policies which encompass current

City practices, and establishes the following two short-term objectives to remove governmental constraints:

- Formalize the local incentives that could be provided to facilitate the construction of handicapped/family/senior citizen housing within one-year of adoption of the updated Housing Element.
- Establish guidelines for the preparation of focused EIRs in connection with the development of new housing for low and moderate income households, senior citizens, and families with handicapped members.

The City has adopted a senior housing policy which provides for flexibility in development standards for senior housing projects through the specific plan process. Under this policy, senior housing proposals which prepare a specific plan and reserve all or a portion of the units as affordable to low and moderate income households are eligible for significant increases above the base zoning density. These projects may also be eligible for reduced development standards for parking and open space requirements.

While the City has not developed specific guidelines for the preparation of focused EIRs for low/mod, senior citizen, and handicapped housing, City staff indicates that typically such projects are developed on infill sites and do not require the preparation of an EIR. Where the initial environmental study does determine that an EIR is required, the City conducts a public scoping session to assist in focusing the EIR on the most relevant issues.

The removal of governmental constraints to the maintenance, improvement and development of housing remains an important objective for the La Mesa Housing Element. The updated Housing Element establishes several new programs to address constraints including subsidized development fees and reduced development standards for affordable and senior citizen housing development.

Equal Housing Opportunities

The 1985 Housing Element establishes a program for promoting equal housing opportunity. As a result of the City's agreement with Heartland Human Relations Association, the community's residents are being assisted in the area of fair/open housing. The HHRA processes a monthly average of 30 inquiries from area citizens regarding housing problems and tenant-landlord relations. This program remains appropriate to the updated Housing Element, and the City will continue to contribute a portion of its CDBG allocation to Heartland Human Relations for fair housing services.

C. SHARE OF REGION'S HOUSING NEEDS

State law requires jurisdictions to provide for their share of regional housing needs. The San Diego Association of Governments (SANDAG) has determined the 1991-1996 needs for the City of La Mesa, and has estimated the number of households which the City will be expected to accommodate during this period. Future housing needs reflect the number of new units needed in a jurisdiction based on households which are expected to reside within the jurisdiction (future demand), plus an adequate supply of vacant housing to assure mobility and new units to replace losses. These needs were forecast by the 1990 Regional Housing Needs Statement (RHNS). Household growth assumptions for the RHNS were based on the Series 7 Regional Growth Forecast, and allocated among San Diego jurisdictions based on land availability and local employment projections.

According to the RHNS model, housing to accommodate 1,406 households would need to be added to the City's June 30, 1991 total households by July 1996 to fulfill the City's share of regional housing needs. Based on the distribution of regional income, this total can be further divided among HUD's four income groups to identify the types of households to be provided for as follows:

TABLE 24
CITY OF LA MESA
1991-1996 HOUSEHOLD NEEDS BY INCOME GROUP

Very Low (0-50% County median income)	323
Low (50-80% County median income)	239
Moderate (80-120% County median income)	295
Upper (over 120% County median income)	549
Total Households	1,406

Source: SANDAG Regional Housing Needs Statement, July 1990.

The intent of the future needs allocations by income group is to relieve lower income impaction - the undue concentration of very low and low income households in a jurisdiction. Localities must fully address their existing needs in order for impaction avoidance goals to be achieved in the future period.

The site inventory analysis contained in Section V of the Housing Element demonstrates the City's ability to meet its regional housing needs by income group. In addition, the City will further assist in the development of affordable housing through Housing Element programs including land write-down assistance, density bonus, and incentives for senior citizen housing development.

In addition to identifying each locality's regional housing growth needs, SANDAG also allocates each jurisdiction's "fair share" housing requirements. "Fair share" refers to the number of lower income households (80% of County median income)

requiring assistance during the five year time frame of the Housing Element. The Regional Housing Needs Statement identifies 3,612 fair share households in La Mesa in need of housing assistance during the 1991-1996 period.

SANDAG establishes a good faith effort target for each locality which represents 12.5% of the total identified fair share needs and is considered to be realistically achievable over a five year period. The five year goal for La Mesa is thus to assist 452 households (12.5% of 3,612 households) during the 1991-1996 period. The Housing Element sets forth a variety of programs, equity homeownership, senior homesharing, and housing rehabilitation programs to provide assistance to over 600 lower income households (refer to Table 25 - Housing Program Summary).

D. REDEVELOPMENT SET-ASIDE FUND

Legislative Background

State Redevelopment Law provides the mechanism whereby cities and counties within the state can, through adoption of an ordinance, establish a redevelopment agency. The Agency's primary purpose is to provide the legal and financial mechanism necessary to address blighting conditions in the community through the formation of a redevelopment project area(s). Of the various means permitted under State Law for financing redevelopment implementation, the most useful of these provisions is tax increment financing. This technique allows the assessed property valuation within the Redevelopment Project Area to be frozen at its current assessed level when the redevelopment plan is adopted. As the property in the project area is improved or resold, the tax increment revenue generated from valuation increases above the frozen value is redistributed to the redevelopment agency to finance Redevelopment Project costs.

In general, many early redevelopment projects focused primarily upon demolition of blighted residential buildings and development of new non-residential uses or upper income residential projects. While these types of projects worked to eliminate blighting conditions, they did little or nothing to aid the mostly low and moderate income residents of the housing that was demolished, in addition to having a negative impact on a community's supply of affordable housing. To address the problems that arose with regard to the effect of redevelopment on low and moderate income housing, the state legislature enacted a series of changes to Community Redevelopment Law which require redevelopment agencies to undertake activities which will assist in the production of low and moderate income housing.

The legislative requirements regarding low and moderate income housing generally fall into three basic categories: 1) expenditure of 20% of the tax increment revenue to increase and improve the supply of low and moderate income housing in a community; 2) requirements that redevelopment agencies replace low and moderate income housing which is destroyed as a result of a redevelopment project; and 3) requirements that a portion of all housing constructed in a redevelopment project area be affordable to low and moderate income persons and families. The requirement for redevelopment agencies to set aside 20% of a project's tax increment for low and moderate income housing can provide a significant source of funding for implementation of a community's housing programs.

La Mesa

In July 1964 the City Council formed the La Mesa Community Redevelopment Agency. Since its formation, the Agency has adopted three project area plans in the City; these project areas are identified in Figure 2 in Section V of the Housing Element. The Central Area Redevelopment Project was adopted in 1973. Agency-assisted residential projects in the Central Project Area include "The Springs," a 129 unit affordable senior housing project, and a mixed use project which incorporates 95 condominium units above ground level retail. In July of 1985 and 1987, the Agency adopted the Fletcher Parkway and Alvarado Creek project area plans. A recent

project in the area includes a 368 unit apartment project on two sides of and near the intersection of Fletcher Parkway and Amaya Drive.

The La Mesa Redevelopment Agency has projected the amount of tax increment anticipated to be generated from the three redevelopment projects in the City during the 1991-1996 time frame of the Housing Element, and the related contribution to the 20% affordable housing set-aside fund. According to City staff, as of December 1990, the redevelopment housing set-aside fund had a balance of \$524,000. The Agency projects an annual contribution of approximately \$176,000 during the five year period of the Housing Element, resulting in a total of \$1.4 million available for affordable housing programs.

In 1988, AB 4566 mandated that redevelopment agencies with "excess surplus" ^a monies in their housing set aside funds must either spend these funds within five years or else transfer them to another local housing authority for expenditure. State law sets forth a variety of options for localities to expend their housing funds, including the following:

- Land Disposition and Write-Downs
- Site Improvements
- Loans
- Issuance of Bonds
- Land and Building Acquisition by Agencies
- Direct Housing Construction
- Housing Rehabilitation Programs
- Rent subsidies
- Predevelopment funds
- Administrative Costs for Non-Profit Housing Corporations

During the time period of this Housing Element, the La Mesa Redevelopment Agency intends to expend the estimated \$1.4 million accrued to its set-aside fund on two primary programs: 1) land write-downs and other development incentives for the construction of new affordable housing, and 2) the possible augmentation of existing rental subsidies offered to very low income households, such as the Section 8 program, to provide affordable housing utilizing the existing housing stock. These programs are described in greater detail in the Housing Element programs section beginning on the following page.

^a Excess surplus is defined as any unexpended and unencumbered balance in an agency's Low and Moderate Income Housing Fund that exceeds the greater of five hundred thousand dollars or the aggregate amount deposited into the Fund pursuant to Community Redevelopment Law (Health and Safety Code Sections 33334.2 and 33334.6) during the agency's preceding five fiscal years.

E. HOUSING PROGRAMS

The goals and policies contained in the Housing Element address La Mesa's identified housing needs and are implemented through a series of housing programs. Housing programs define the specific actions the City will take to achieve specific goals and policies.

The City of La Mesa's overall housing program strategy for addressing its housing needs has been defined according to the following issue areas:

- Conserving and improving the condition of the existing stock of affordable housing.
- Providing adequate sites to achieve a variety and diversity of housing.
- Assisting in the development of affordable housing.
- Removing governmental constraints as necessary.
- Promoting equal housing opportunity.

Housing programs include both programs currently in operation in the City and new programs which have been added to address the City's unmet housing needs. This section provides a description of each housing program, and future program goals. The Housing Program Summary Table 25 located at the end of this section summarizes the future 5-year goals of each housing program, along with identifying the program funding source, responsible agency, and time frame for implementation.

Conserving and Improving Existing Affordable Housing

Housing rehabilitation includes major efforts to improve property and alternations aimed at converting the type or number of units. The goal of housing preservation is to protect the existing quality and investment in housing to avoid a degree of physical deterioration that will require a larger rehabilitation effort to restore quality and value. Considering that nearly half of La Mesa's residences are over 30 years old, the City's housing stock is relatively well maintained, with few dilapidated or substandard structures. Deferred maintenance is however somewhat more prevalent, particularly in the City's older neighborhoods. The City will continue to operate an active housing rehabilitation program, combined with code enforcement efforts, to upgrade and maintain its housing stock.

In addition to rehabilitation efforts, it is also important that the City make efforts to conserve La Mesa's existing stock of affordable housing. Housing conservation programs contained in the element include direct assistance to ensure continued subsidies, Section 8 rent subsidies, and shared housing.

1. **Housing Rehabilitation Program:** The Rehabilitation Program represents La Mesa's major effort to maintain and improve the City's housing stock. The program provides financial as well as technical assistance to property owners applying for home improvement loans. The City finances this program with

funds received from the U.S. Department of Housing and Urban Development (HUD) through its Community Development Block Grant (CDBG) program. The City increases the financing power of those funds through the use of a Revolving Fund to collateralize loans. Property owners with sufficient incomes to sustain reduced-interest payments can obtain loans partially or fully collateralized with CDBG funds through an agreement with Bank of America's City Improvement and Restoration Program. Eligibility of loans is determined by the applicant's gross annual household income.

In order to concentrate the rehabilitation effort, Target Areas have been identified based on the information gathered from the Housing Needs Assessment of the County of San Diego, census data, City housing studies and blight studies. Depending on the applicant's income, rehabilitation assistance may also be provided outside the Target Area. Current and proposed Target Areas are identified in Figure 3. The boundaries for all areas of the City which income qualify as CDBG Target Areas are also identified; these CDBG-eligible areas may be somewhat modified with release of 1990 Census data. The following types of assistance are available under La Mesa's Rehabilitation Program:

a. Deferred Loan Program: This program provides long-term, zero interest loans of up to \$15,000 to very low income property owners whose annual incomes are insufficient to obtain home improvement loans from private lending institutions. A lien is taken on the property and the loan is due in full amount at the time the property changes hands or is refinanced. Otherwise, the borrower's income is re-evaluated every five years to determine if a repayment plan should be established. Deferred loans are available to property owners in Target Areas and to owner-occupants on a citywide basis.

b. Low-Interest Loan Program: Three loan structures are available under this program.

- **Low Interest Loans:** These loans are intended for low-income property owners whose annual incomes do not qualify them for conventional full-interest home improvement loans, but who can sustain payments on reduced-interest, extended-term loans. Current interest rates are 3 3/4% to 5 1/2%. The minimum loan amount is \$5,000 and the maximum loan amount is \$15,000. These loans are available to property owners in the targeted areas and owner-occupants on a city-wide basis.

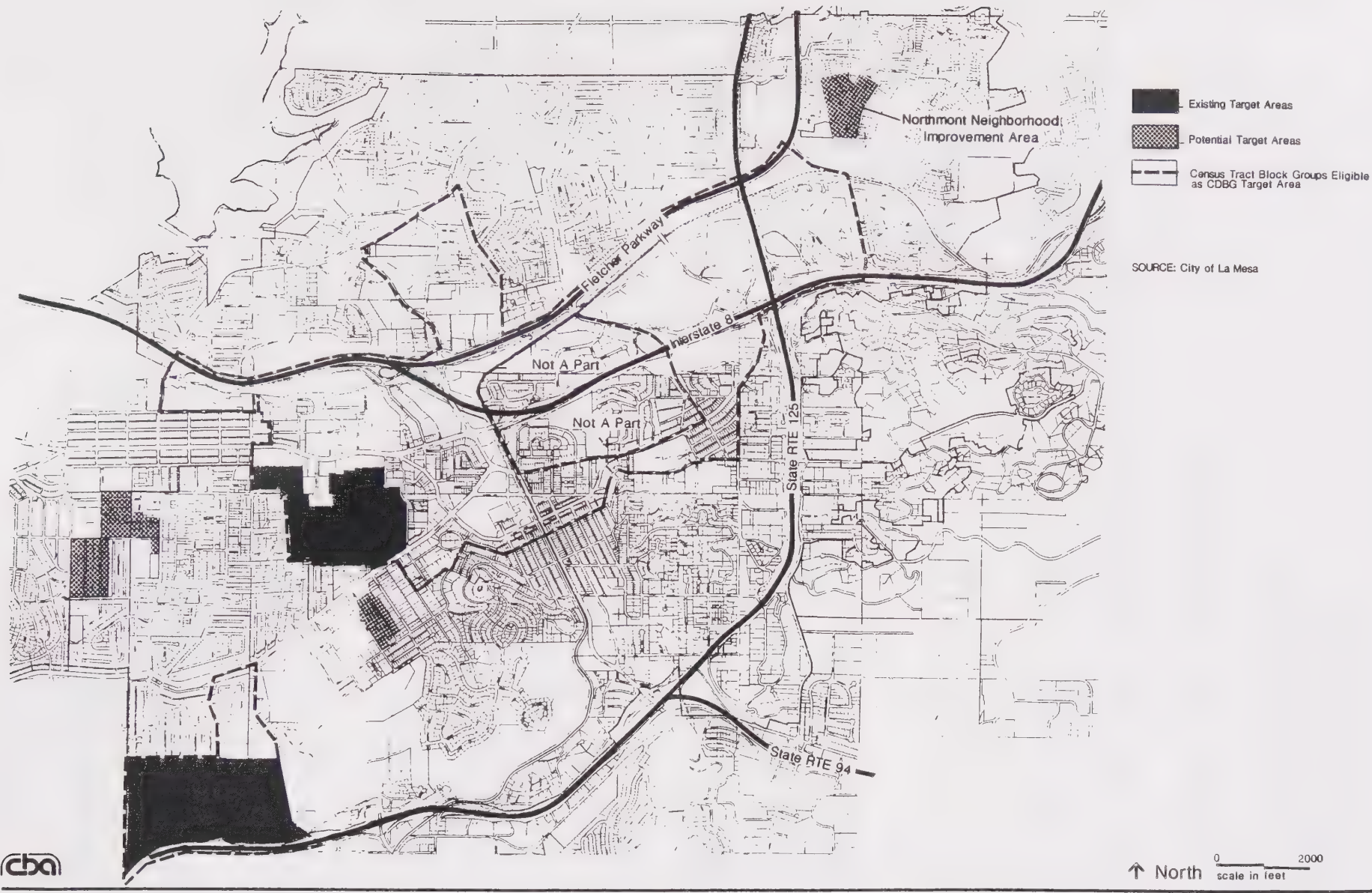


Figure 3
Housing Rehabilitation Program Target Areas

- **Reduced Interest Rate Loans:** These loans are intended for moderate-income property owners who require the incentive of discounted money to undertake neighborhood-enhancing home improvement projects. Only property owners within the Target Areas are eligible to apply for these loans. Current interest rates are 6 1/2% to 8 1/4%.
- **Below Market Interest Rate Loans:** These loans are directed to higher income property owners who require the financial incentive of discounted money to undertake neighborhood-enhancing home improvement projects. Only property owners within the Target Areas are eligible for these loans. Current interest rates are 8% to 10%.

c. Rebates: Rebates aim at providing incentive for private investment in "cosmetic" improvement within Target Areas by matching funds with property owners. The rebate is for 50% of the cost of materials for exterior improvements after the improvements have been completed. The maximum amount of rebate is \$400 and only property owners within Target Areas are eligible for this program.

d. Rental Rehabilitation Program: The City has expanded its Target Area Landlord Assistance Loan Program to provide rehabilitation loans on a City-wide basis. Under this program, landlords can receive 0% interest loans to rehabilitate multi-family or single-family rentals which are in substandard condition or evidence deferred maintenance problems. To qualify for a Rental Rehabilitation loan, a minimum of 51% of the building's tenants must be low or moderate income, and the property must be listed with the San Diego County Housing Authority as accepting Section 8 rent subsidies or housing vouchers. The owner must also agree to maintain rents at or below the Section 8 fair market rents for the life of the rehabilitation loan.

Five Year Program Goals: La Mesa's housing rehabilitation programs provide needed assistance to lower income owner and renter-occupied households to encourage upgrading of the City's housing stock. While progress in program implementation temporarily slowed during the late 1980s, new Target Areas have been delineated, CDBG funding levels have been restored, and the City has reorganized the Community Development Department to more effectively administer the Housing Rehab Program. In order to encourage maximum utilization of its rehabilitation programs, the City will conduct ongoing advertisements in the City newsletter, the La Mesa Forum newspaper, and the newsletter published by the Chamber of Commerce. The City will update its Housing Rehabilitation Program brochure within the coming year, and will distribute in key locations throughout the community including City Hall, libraries, community center, senior center, and Bank of America. Also within the next year the City will review the Rental Rehabilitation Program to look for ways to encourage more participation by apartment owners. The City will also consider modifying the \$15,000 project limit to allow the Loan Committee some discretion in exceeding the limit in cases involving significant health and safety repairs.

The City's 1988-1991 Housing Assistance Plan establishes an annual assistance goal of at least 26 housing rehabilitation loans and 10 rebates, translating to a total of 180 loans and rebates over the five year period of the Housing Element. At least 51% of these loans and rebates will benefit low and moderate income households. A portion of this will be targeted towards disabled owners for unit modifications to improve accessibility.

2. **Historic Preservation Program:** The City of La Mesa's Historic Preservation Element, adopted in May 1983, includes several programs for implementation, including an Historic Preservation Loan Program. This program uses Community Development Block Grant (CDBG) funds to assist in the preservation of La Mesa's historic residential and commercial properties by providing financial and technical assistance to owners of properties listed in the "Historic Preservation Element and Inventory". All property improvements made through the Historic Preservation Program must be referred to the Historic Preservation Commission to determine whether improvements are consistent with the Federal guidelines for historic rehabilitation, and with the City's local ordinance.

a. Low Interest Loans: Low interest loans are made to property owners through an agreement with Bank of America's City Improvement and Restoration Program. CDBG funds are used to collateralize 50-75% of the loan principal. For rental properties, if owners agree to maintain their rents at the Section 8 Fair Market Rental level, the interest rates can be further reduced. Two types of loans are available to residential property owners depending on the gross annual household income of the applicant:

- **Reduced Interest Rate Residential Loan:** These loans are directed at low and moderate income property owners. The maximum loan amount is \$15,000 and the maximum term is 15 years. Current interest rates are 6 1/2% to 9 1/2%.
- **Below Market Interest Rate Residential Loan:** These loans are directed at property owners of higher incomes. The maximum allowable loan is \$15,000 and the maximum loan term is 15 years. Current interest rates are 8% to 10%.

Based on the City-wide availability of deferred and 3% loans for low income property owners, it is intended that those who qualify for this lower interest loan would apply through the Housing Rehabilitation Program.

Five Year Program Goals: City staff indicate that most historic residential properties assisted under this program have required the full \$15,000 loan to accomplish needed rehabilitation improvements. As such, this program is more expensive to implement and fewer loans are made than under La Mesa's Housing Rehabilitation Program. The five year program goals will be to expand program advertisement through inclusion in the City's new Housing Rehabilitation Program brochure, and to achieve a minimum of three Historic Preservation loans/rebates annually. The City will also consider increasing the \$15,000 project limit for critical health and safety improvements.

3. **Enforcement of Uniform Housing Code:** The City of La Mesa has adopted the 1988 edition of the Uniform Housing Code. This is the standard used for code enforcement under the City's Housing Rehabilitation Program. The stated purpose of the Housing Code is "to provide minimum standards to safeguard life or limb, health, property and public welfare..."

The following methods are used to enforce the Uniform Housing code in La Mesa:

- Inspections are performed on a complaint basis throughout the City.
- Inspections are also done at the invitation of a property owner applying for rehabilitation financial assistance.
- The procedures outlined in the Uniform Housing code and/or rehabilitation assistance programs are used as the basis for correcting any code violations.

When dealing with housing code violations, the City encourages voluntary compliance. Where code citations are issued, property owners are given a reasonable time frame in which to respond. The owner is also placed in contact with the City's housing rehabilitation administrator to provide information pertaining to any rehabilitation loans or rebates he/she may be eligible for to assist in correcting code violations.

Five Year Program Goals: Adoption of the Uniform Housing Code allows the City to regulate a greater range of substandard housing conditions than possible under Title 25 of the Administrative Code. The City has been effective in pairing up code violators with available rehabilitation assistance to reduce the financial burden of correcting deficiencies. The City will continue in its sensitive enforcement of the Uniform Housing Code.

4. **Conservation of Existing and Future Affordable Units:** A community's existing affordable housing stock is a valuable resource which should be conserved, and if necessary, improved to meet habitability requirements. The City of La Mesa has two federally assisted housing projects in its jurisdiction - Murray Manor and The Springs. Murray Manor is a 218 unit family housing project developed in 1971 under the HUD Section 236 program. The forty year mortgage on this project will expire in the year 2011 and is not eligible for prepayment as the project is part of the rent supplement program. However, the owner may opt out of the Section 8 contract on 87 of the total units in the year 2000.

The Springs, constructed in 1981, is a 129 unit affordable senior housing project developed with assistance from the California Housing Finance Agency (CHFA) and the La Mesa Redevelopment Agency. As part of the Disposition and Development Agreement between the property owner and the Agency, the owner has an obligation to reserve 127 of the total rental units for use by Section 8 tenants. Affordability is guaranteed for a minimum period of 45

years, and is deed restricted with the land should the project undergo transfer in ownership.

In addition to these two federally subsidized projects, in 1986 the City granted a density increase combined with other development incentives for the development of 81 units of affordable low and moderate income senior citizen housing in the Guava Gardens project. Projects granted a density increase are required to have a recorded deed restriction which guarantees that the specified number of units are occupied by the intended low or moderate income tenant, and that rental rates are maintained at levels affordable to such households.

In order to address the potential future loss in the City's affordable housing stock, the City will be prepared to allocate redevelopment funds, or other available funding sources, to enable continued rental subsidy to some or all of these units. The City will also inventory and gather information to establish an early warning system for publicly assisted housing projects which have the potential to convert to market rate. All future projects in the City which receive public assistance shall have affordable housing covenants filed with the land to ensure the long term affordability of the units.

Five Year Program Goals: The goal of this program is to conserve the long-term affordability of existing and future units in La Mesa. This will be accomplished by the following actions: 1) developing an early warning system for subsidized units with the potential to convert to market rate; 2) providing continued public subsidy as available to units which are eligible to convert to market rate; 3) filing affordable housing covenants/deed restrictions on future publicly assisted projects.

5. **Section 8 Rental Assistance Program/Housing Vouchers:** The Section 8 rental assistance program extends rental subsidies to low income family and elderly which spend more than 30% of their income on rent. The subsidy represents the difference between the excess of 30% of the monthly income and the actual rent. The voucher program is similar to the Section 8 program, although participants receive housing "vouchers" rather than certificates. Vouchers permit tenants to locate their own housing. Unlike the certificate program, participants are permitted to rent units beyond the federally determined fair market rent in an area, provided the tenant pay the extra rent increment. The Reagan administration proposed converting the Section 8 certificate program to the voucher system; this proposal is expected to be implemented under the Bush administration HUD secretary.

The City of La Mesa contracts with the San Diego County Housing Authority to administer the Section 8 Certificate/Voucher Program. As of January 1990, a total of 281 households in La Mesa were receiving rent certificates or vouchers. Nearly two-thirds of those receiving rental assistance were family households (176 rent subsidies), with the remaining 105 subsidies utilized by elderly households. The City has experienced an 85-100% in-place lease-up rate in the Section 8 program.

In order to address a portion of the remaining unmet rental assistance need, the City of La Mesa is considering methods to augment Federal Section 8 funding. The City may be able to transfer redevelopment set-aside monies to the San Diego County Housing Authority to provide additional very low income households with rental subsidies in La Mesa.

Based on HUD standards for the San Diego region, a very low income four person household can afford to pay up to \$485 in monthly housing costs. With apartment rents in La Mesa averaging \$614 for a two-bedroom unit, and \$742 for a three-bedroom unit, the necessary monthly subsidy for a four person very low income household would range from \$129 to \$257. Assuming an average subsidy of \$200, subsidy to 20 households would cost \$48,000 annually, and \$240,000 over the five year time frame of the Housing Element.

Five Year Program Goals: The City will continue to participate in applications from the San Diego County Housing Authority for additional Section 8 housing certificates and vouchers, and will facilitate use of the program in its jurisdiction by encouraging apartment owners to list available rental units with the Housing Authority.

As the City generates redevelopment tax increment, they will seek ways to provide rental assistance to very low income households.

6. **Senior Shared Housing:** Many seniors who would prefer to live independently resort to institutionalized living arrangements because of security problems, loneliness, or an inability to live entirely independently. The City of La Mesa currently contributes a portion of its CDBG funds towards a shared housing program which assists seniors in locating roommates to share existing housing in the community. The program is administered by the East County Council on Aging from its El Cajon office. Services offered include information and referral, outreach, client counseling, placement and follow-up.

The shared housing program has been successful in providing an alternative option to La Mesa's elderly residents which allows them to remain in their homes. The program provided 12 roommate matches in 1989, and 13 matches in 1990 in La Mesa. The majority of these seniors are very low income, with the additional rental income assisting the homeowner in meeting housing expenses, and the relatively low rental cost assisting the roommate by providing a source of affordable housing. The East County Council on Aging requests that rents charged not exceed \$250 per month, and indicates that housing costs are generally reduced to below 30% of resident income. Roommate matches are made for mobilehomes as well as single-family homes. Between one-quarter and one-third of seniors assisted in La Mesa are identified as handicapped.

Five Year Program Goals: The Council on Aging indicates that many seniors are interested in finding roommates to share their homes, but there traditionally have been fewer individuals seeking housing in an existing home. The Council will continue to conduct educational outreach, including public service announcements, distribution of brochures, and public speaking engagements in

attempts to increase the number of seniors they are able to assist through roommate matches.

The City of La Mesa will continue to assist in program outreach efforts for the shared housing program through advertisements in the City newsletter, and placement of program brochures in key community locations. The City is pleased with the results of the shared housing program and will continue to provide financial assistance for the five year period of the Housing Element. The City's goal is to match a minimum of 12 low income seniors each year through this program.

Provision of Adequate Sites

A key element in satisfying the housing needs of all segments of the community is the provision of adequate sites for housing of all types, sizes and prices. This is an important function in both zoning and General Plans designations. As an established City with the majority of remaining residential development opportunities to occur through infill, an active program for site identification is essential.

7. **Land Use Element:** The Land Use Element of the La Mesa General Plan designates more than half of the City's land inventory for residential uses. A variety of residential types are provided for in La Mesa, ranging from one to 40 dwelling units per acre, with higher densities achievable through the City's density bonus provisions and senior housing policy. The Land Use Element also provides for the integration of multi-family residential in all commercial zones, and has created a Mixed Use Urban category to encourage residential development along the City's major commercial thoroughfares. No density limits or minimum unit sizes are placed on residential uses in the City's commercial zones. The residential development capacity under the La Mesa Land Use Plan is adequate to meet the City's share of regional housing needs, which has been identified as 1,406 dwelling units over the next five years. In addition to programs implemented by the City to encourage affordable housing development, the City also maintains an inventory of available sites for residential development which is provided to prospective residential developers in the community.

Five Year Program Goals: The City will continue to maintain an inventory of sites suitable for residential development and provide appropriate land use designations to fulfill its share of regional housing needs.

8. **Sites for Homeless Shelters/Transitional Housing:** The City of La Mesa has an estimated homeless population of 15-30 persons. The majority of these individuals are single males with apparent drug or alcohol dependencies; few families are represented. La Mesa has no emergency shelters in its boundaries, and the 19 bed shelter in the adjacent City of El Cajon operates at full capacity. The City contributes CDBG monies to Heartland Human Relations to provide services to the homeless, which includes overnight shelter referrals. Several churches in La Mesa participate in the Interface Shelter Network, providing emergency overnight shelter in church facilities during the winter months.

Five Year Program Goals: The City will continue to support and coordinate with Heartland Human Relations and other social service providers and churches to address the needs of the homeless. Transitional and emergency housing will continue to be conditionally permitted in multi-family and commercial zones, and as an accessory use to churches, institutions, and non-profit social service providers operating under provisions of State law or ordinance.

Assist in Development of Affordable Housing

New construction is a major source of housing for prospective homeowners and renters. However, the cost of new construction is substantially greater than other program categories. Incentive programs, such as density bonus, offer a cost effective means of providing affordable housing development. Public sector support for new construction includes the following programs for low and moderate income housing development.

9. Facilitate Development of Higher Density Housing

In an urbanized area like La Mesa, land costs represent the greatest cost component in both multi- and single-family development projects. One way to lower the cost of land per unit is to allow a greater number of units per acre of land, or residential density. However, land zoned for higher densities generally commands a higher market price. (According to local realtors, single-family zoned land in La Mesa commands an average of \$10/square foot, whereas multi-family zoned land commands an average of \$11.50/square foot). Nonetheless, increased density generally results in a lower land cost per unit, and greater unit affordability.

As a means of reducing residential land costs, it will be important for La Mesa to encourage development at the upper end of its residential density ranges. A survey of recent projects developed in Multiple Residential areas indicate a large number of projects building out at 18 units/acre, whereas densities of up to 23 units/acre are permitted. Development in Mixed Use Urban areas has tended to be more dense and has averaged 23 units/acre. Development in areas designated Downtown Commercial has evidenced the highest densities, with densities of 30 units/acre and above.

As part of the current update to the City's Land Use Element, the Mixed Use Urban category has been extensively expanded along El Cajon Boulevard and University Avenue. Since this category permits residential development at 40 units/acre, (well above the density permitted in the Multiple Unit category), it will serve to further encourage the infill of affordable multi-family units along the City's major commercial corridors.

The West Central Specific Plan Area has been targeted as a location in which the City wishes to encourage the recycling of the older lower density housing stock to higher density affordable housing. The City will encourage the infill of higher density housing in this area through publicizing this as a target area for multi-family infill, and by offering incentives, such as density bonus and other

financial incentives (refer to Program 10) to facilitate affordable housing development in these areas.

Five Year Program Goals: The goal of this program will be to facilitate the development of higher density infill housing in targeted areas of the City. Both the West Central Specific Plan Area and areas designated Mixed Use Urban will be publicized as target areas for multi-family infill, and incentives provided (such as density bonus and reduced development fees) to provide greater unit affordability. By 1992, the City will develop brochure materials for distribution at the public counter which will identify these target infill areas and outline available development incentives.

- 10. Density Bonus:** Pursuant to State density bonus law, if a developer allocates at least 20% of the units in a housing project to lower income households, 10% for very low income households, or at least 50% for "qualifying residents" (e.g. seniors), the City must either a) grant a density bonus of 25%, along with one additional regulatory concession to ensure that the housing development will be produced at a reduced cost, or b) provide other incentives of equivalent financial value based upon the land cost per dwelling unit. The developer shall agree to and the City shall ensure continued affordability of all lower income density bonus units for a minimum 30-year period.

The City of La Mesa adopted a density bonus ordinance in 1984 which develops a bonus point system for the provision of specified project amenities including low and moderate income, large family and handicapped-accessible housing. The density point system is applicable to the R3 (Multiple Unit Residential) and RB (Residential Business) zones; density bonuses in other zones are permitted pursuant to provisions identified under State law. The City's ordinance provides for a reduction in the minimum net lot area per dwelling unit in the R3 and RB zones from 2,420 to 1,895 square feet. Three of the six project "amenities" which qualify for density bonus points under the ordinance are described below:

- Development of family housing with three or more bedrooms and at least 1,000 square feet in living area.
- Development of housing for the physically handicapped which satisfies all design and construction standards of the Calif. Administrative Code, Part 2, Title 24, Handicap Requirements.
- Development of housing guaranteed for occupancy by low or moderate income. A greater number of bonus points is granted based on the proportion of low income units.

Five Year Program Goals: In order to encourage the development of affordable housing in La Mesa, the City shall inform residential development applicants of opportunities for density increases. By the end of 1992, the City will revise its Zoning Code to reflect current State density bonus standards.

11. **Land Assemblage and Write-Down:** The City can utilize both CDBG and redevelopment monies to write-down the cost of land for the development of low and moderate income housing. The intent of this program is to reduce land costs to the point that it becomes economically feasible for a private developer to build units which are affordable to low and moderate income households. As part of the land write-down program, the City may also assist in acquiring and assembling property and in subsidizing on-site and off-site improvements.

Five Year Program Goals: The City has identified two target sites for the development of affordable housing within the five year time frame of the Housing Element (refer to Figure 2) where the Agency may assist in land cost write-downs.

The first target site is a vacant lot approximately three acres in size located between Fletcher Parkway and Grossmont Center Drive at the end of the Campina Drive cul-de-sac. The location of this site adjacent to apartment buildings and a trolley station make it well suited to multi-family housing development. CalTrans has approached the City to solicit interest in purchase of the site, and the City has indicated a willingness to negotiate with the State for site acquisition. The City/Agency intends to provide a land write-down combined with other development incentives for a private developer to construct low income rental housing. The City anticipates an estimated 50 affordable housing units to be developed on this site.

The second target affordable housing site is the prior County Road Yard site located on the corner of Waite Drive and Murray Hill Drive. This site is currently utilized as a temporary collection facility for household hazardous waste. The City has been contacted by the County Housing Authority seeking City support for the development of affordable housing on this site. The Housing Authority is currently pursuing acquisition of the three acre site from the County Public Works Department. It is uncertain at this time what form of ownership an affordable housing project on this site would take. The City/Agency may assist the Housing Authority in purchase of the site, and may work with a non-profit housing development corporation to develop and take ownership of the project. The City estimates between 50-70 affordable rental units will be developed on this site.

In addition to these two target affordable housing sites, assisted housing will be developed within the City's three redevelopment project areas identified in Figure 2. Pursuant to redevelopment law, 15% of all units developed in a redevelopment project area must be guaranteed for occupancy by low and moderate income households, and 40% of these must be affordable to very low income households. For example, as part of the Fletcher Parkway Redevelopment Area, 384 units of market rate housing have been developed in the "Villages of La Mesa" project. In compliance with redevelopment requirements, the Agency will assist in the development of a minimum of 58 units of low and moderate income housing in this Project Area, 24 units of which will be affordable to very low income households. La Mesa's three

Redevelopment Project Areas thus represent a significant opportunity for the development of affordable housing.

Through the Redevelopment Agency, the City will make every reasonable effort to continue to provide land write downs for residential projects affordable to low income households. The specific five year program goal will be to facilitate the development of 100 units of affordable housing through land write down incentives.

12. **Senior Housing Development Incentives:** The City has adopted a Senior Housing Policy to facilitate the development of affordable senior citizen housing. This policy provides for flexibility in development standards for senior housing projects through a specific plan process. Senior housing proposals which prepare a specific plan and reserve all or a portion of the units as affordable to low and moderate income households are eligible for significant increases above the base zoning density, as well as reduced development standards including parking and open space requirements. The package of development incentives provided is worked out on a case-by-case basis.

Five Year Program Goals: The City will continue to provide incentives for the development of affordable senior housing through implementation of its senior housing policy.

13. **Shared Equity Program/Downpayment Assistance:** Equity sharing allows lower income households to purchase a home by sharing the costs of home ownership with a sponsor, such as a local Housing Authority or Redevelopment Agency. The sponsor and the buyer together provide the downpayment and purchase costs to buy a house. When the house is sold, the equity earned through appreciation is split between the occupant and the sponsor according to an agreement made prior to purchase.

The design of a shared equity program depends on the co-investors, the source of funds, and community needs. A program can be as simple as a partnership where the occupant and sponsor purchase the home together and share the proceeds upon sale of the property in the same ratio as purchase costs were shared. In order to prevent the shared equity program from being used for speculative purposes, the buyer is required to occupy the home to be purchased. The Agency can reserve the right of first refusal when the home is sold, providing a mechanism to maintain the long term affordability of the unit. Recent case law (*Oceanside vs McKenna*) validates the right of the City/Agency to require owner occupancy with no transfer.

Five Year Program Goals: This program serves as a financing tool to provide homeownership opportunities to low and moderate income households. While shared equity financing does occur in the market, purchase terms are often not in the best interest of the occupant. It is therefore recommended that the City work with the Housing Authority or through the Redevelopment Agency to offer shared equity as a homeownership option to low and moderate income households. The five-year goal of the Housing Element will be to establish program guidelines and set up a shared equity program in La Mesa. The

program will be financed through redevelopment set-aside funds. Once the program is in place, the City will establish annual assistance goals.

14. Non-Profit Housing Development Corporation: A non-profit housing development corporation (HDC) promotes, assists, or sponsors housing for low and moderate income people. The County of San Diego has developed the following list of non-profit housing developers who are active in the local area:

- MAAC Project
- Interfaith Housing
- Housing Opportunities, Inc.
- Habitat for Humanity
- Civic Center Barrio
- Telacu Affordable Housing
- Urban Lending Associates
- Metropolitan Area Advisory Committee
- San Diego Co-Housing Coalition
- Salerno/Livingston
- Partnership for Affordable Housing
- Neighborhood Housing Service

The City of La Mesa will continue to augment and refine this list of non-profit developers for purposes of soliciting their involvement in affordable housing construction in the City.

A non-profit HDC does not build "public housing"; rather, it builds or rehabilitates housing for people who cannot afford market rate housing but whose incomes are generally above the poverty level. To keep rents within affordable limits, government assistance of some kind (such as Section 8) is usually necessary; thus, such housing is often referred to as "assisted housing". An HDC may build rental housing or sponsor housing developments intended for homeownership.

There are three basic ways in which non-profits may sponsor assisted housing:

1. The non-profit may assemble a development package and sell it to a profit-motivated developer. The package usually consists of a site, project design, the necessary permits, and, in some cases, preliminary financing commitments. The advantage of this method is that the non-profit can get low- and moderate-income housing built while ending its involvement early in the process and going on to other projects. The disadvantage is that the non-profit may lose control over the development at the time of sale. However, the non-profit could negotiate to retain some control over the project in the contractual agreement between it and the developer.
2. The non-profit may participate in a joint venture with a profit-motivated developer. Though it usually performs the same functions as in the first method, the non-profit can retain more control over the development and gain hands-on development experience while benefiting from the

financial resources of the for-profit developer. In this option, however, the non-profit has a longer involvement and will have to negotiate the rights and responsibilities of the two partners.

3. In the third approach, the non-profit is the developer. In this case, the group must employ staff with necessary expertise or rely heavily on consultants. In return, the group has total control over the development. This option requires more risk, money, time, effort, and capability on the part of the non-profit.

A non-profit corporation can help meet the goals for additional housing by implementing or assisting with the implementation of programs described in this element.

Five Year Program Goals: The City will link in with existing local non-profit groups to encourage the development of both senior citizen and other types of affordable housing in La Mesa. Particularly in Redevelopment Agency-sponsored housing projects, the City will solicit the participation of non-profit developers as a mechanism of ensuring the long-term affordability of the project. The City is in the process of issuing a Request For Qualifications (RFQ) to develop the Campina Drive target affordable housing site (refer to Section V of the Housing Element), and will provide the RFQ to local non-profit groups.

Removal of Governmental Constraints

Under present State law, the La Mesa Housing Program must address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing. The following programs are designed to lessen governmental constraints to housing development.

15. **Zoning Ordinance:** The City of La Mesa has developed a comprehensive Zoning Ordinance to implement its General Plan. The Zoning Ordinance provides for a diversity of housing types ranging from rural estate and single family dwellings to high density apartments and mixed use projects. The following aspects of the City's zoning ordinance in particular facilitate the conservation and development of affordable housing:

- o Provisions for second units
- o Provisions for manufactured housing in single-family zones
- o Regulations pertaining to condominium conversions
- o Provisions for density bonus
- o Provisions for residential units within commercial zones

La Mesa has adopted an ordinance to allow for the construction of second units in R-1 zones. The City places no age or income restrictions on the tenant residing in the second units. The size of the unit is regulated to assist in keeping rents at affordable levels, as well as encourage occupancy by seniors, students, and small families.

The City's zoning ordinance also contains provisions to regulate the conversion of rental apartments into condominium ownership. The ordinance limits the number of existing apartment units which may convert into a condominium project in one year to a maximum of 50% of the yearly average of apartment units constructed in the previous two fiscal years. A minimum of 60 days notice is required to be provided to all tenants prior to the filing of a tentative map, and if inadequate notice is provided, moving and rental allowances must be provided. Each of the tenants will have the right of first purchase of their respective units.

A provision of the Zoning Ordinance which will influence the preservation of residential units in the City is the Certificate of Nonconforming Use. This certificate is a method of recognizing uses which legally developed under an earlier zone, but which have been made nonconforming either through rezoning or changes in the development standards of a particular zone. Having the certificate allows a use to be replaced in the event of a disaster. This assurance provides the incentive to owners of apartments with more units than allowed by current standards to maintain their property rather than to assume a sunset provision will result in their ultimate removal.

Five Year Program Goals: This Housing Element update is part of an overall update to the City of La Mesa General Plan. Upon completion of the Plan update, the City will revise its Zoning Ordinance as necessary to provide consistency with the General Plan and to incorporate updated State density bonus provisions. These zoning code revisions will be made by the end of 1992.

16. **Development Fees:** Various fees and assessments are charged by the City to cover the costs of processing permits and providing services and facilities. While almost all these fees are assessed on a pro rata share system, they often contribute to the cost of housing and constrain the development of lower priced units. The reduction of City fees can lower residential construction costs and, ultimately, sales and rental prices.

Five Year Program Goals: In its efforts to assist in the development and rehabilitation of affordable housing, the City will grant a partial fee waiver for the set-aside of a minimum of ten percent of the project's units for lower income households. In addition, the City will provide reduced building department fees for lower income households undertaking housing rehabilitation improvements.

Promote Equal Housing Opportunities

In order to make adequate provision for the housing needs of all economic segments of the community, the housing program must include actions that promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age or physical disability. More generally, this program component entails ways and means to promote equal housing opportunity.

17. **Fair Housing:** Since 1980, La Mesa has participated with Heartland Human Relations Association to provide services that have a direct relationship to the Statewide goal of promoting fair housing. The following are services provided by Heartland Human Relations:

- ▣ Serve as a fair housing resource for the area, including implementation of an affirmative fair housing marketing plan, testing and complaint verification.
- Respond to all citizen complaints regarding violations of the fair housing laws.
- Provide tenant-landlord counseling to all inquiring citizens.
- Promote community awareness of tenant landlord rights and responsibilities.
- Monitor housing legislation and report on same to the City.
- Report monthly on complaint processing.
- Maintain a free rental listing service of affordable housing within the City of La Mesa.

Five Year Program Goals: La Mesa will continue to support Heartland Human relations to assure unrestricted access to housing in the community. The City will assist in program outreach through placement of program brochures at the public counter, community service agencies, and public libraries which describe the fair housing services offered through Heartland Human Relations.

TABLE 25
HOUSING PROGRAM SUMMARY

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
CONSERVING & IMPROVING EXISTING AFFORDABLE HOUSING					
1. Housing Rehabilitation Program	Provide rehabilitation assistance to lower income owner-and renter occupied households to facilitate unit upgrading.	Update program brochure and expand program outreach to achieve 26 loans and 10 rebates annually. Target portion of assistance to handicapped.	CDBG	Planning Department.	Program ongoing. Update program brochure by end of 1991.
2. Historic Preservation Program	Provide rehabilitation assistance to historic properties.	Expand program advertisement to achieve minimum of 3 loans/rebates annually.	CDBG	Planning Department.	Program ongoing. Expand advertisement by end of 1991.
3. Uniform Housing Code	Enforce City housing codes, combined with rehabilitation assistance, to alleviate substandard housing conditions.	Continue sensitive enforcement of Housing Code.	Department Budget	Planning and Building Departments.	Ongoing
4. Conservation of Existing and Future Affordable Units	Provide for the continued affordability of the City's low and moderate income housing stock.	Unknown, dependant on status of mortgage prepayment.	Redevelopment and other available funds as necessary.	Planning and Redevelopment Departments	As required
5. Section 8 Assistance Payment/Housing Vouchers	Extend rental subsidies to lower income families and elderly. Encourage listing of rental units with County Housing Authority.	Continued subsidy of 281 households. Consider augmentation of existing program with Redevelopment monies.	HUD-Section 8 Cert. and Housing Vouchers; Redevelopment Set-Aside.	County Housing Authority; Planning Department	Ongoing

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
6. Senior Shared Housing	Assist seniors in locating roommates to share existing housing.	Contribute funding and assist in program outreach to achieve 12 senior matches annually.	CDBG	Planning Department	Ongoing
PROVISION OF ADEQUATE HOUSING SITES					
7. Land Use Element	Provide a range of residential development opportunities through appropriate land use designations.	Accommodate City's share of regional housing needs, identified as 1,406 dwelling units.	Department Budget	Planning Department	Complete Land Use Element Update by end of 1991.
8. Sites for Homeless Shelters/ Transitional Housing	Provide for sites for the development of housing for the homeless.	Support Heartland Human Relations and other providers to assist the homeless population. Continue to allow shelters by CUP in multi-family and commercial zones, and in conjunction with church/institutional/ social service uses.	Department Budget	Planning Department	Ongoing
9. Facilitate Development of Higher Density Housing	Encourage the development of infill housing at the upper end of permitted General Plan densities.	Publicize the West Central Specific Plan Area and areas designated Mixed Use Urban as target areas for high density multi-family infill, and offer development incentives.	Staff time.	Planning Department	Implemented by 1992
ASSIST IN DEVELOPMENT OF AFFORDABLE HOUSING					

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
10. Density Bonus Program	Encourage development of housing for seniors and low income households through provision of density bonus/other equivalent incentives.	Inform applicants of opportunities for density increases. Incorporate density bonus program into City's Zoning Ordinance.	Department budget as necessary.	Planning Department	Revise Zone Code by end of 1992
11. Land Assemblage and Write-Down	Assemble property and extend write-down grants for the provision of low and moderate income housing.	Facilitate development of 100 dwelling units affordable to low income households.	Redevelopment Set-Aside.	Planning and Redevelopment Departments	By 1996
12. Senior Housing Development Incentives	Facilitate development of affordable senior housing.	Continue to provide development incentives for senior housing.	Department budget as necessary.	Planning Department	Ongoing
13. Shared Equity/Downpayment Assistance	Expand homeownership opportunities through creation of equity partnerships.	Establish program guidelines and set up a shared equity program in La Mesa.	Redevelopment Set-Aside	Planning and Redevelopment Departments	Establish program by end of 1993.
14. Non-Profit Housing Development Corporation	Provide expanded affordable housing opportunities in La Mesa.	Coordinate with non-profit groups to encourage affordable housing development. Solicit the participation of non-profit housing developers in City sponsored housing projects.	None necessary	Planning and Redevelopment Departments	Ongoing
REMOVE GOVERNMENTAL CONSTRAINTS					

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
15. Zoning Ordinance	Ensure City standards are not excessive and do not unnecessarily constrain affordable housing.	Revise Zoning Ordinance as necessary to comply with General Plan.	Department Budget	Planning Department	By end of 1992
16. Development Fees	Provide flexibility in development fees to facilitate affordable housing.	Offer reduced fees for provision of affordable and senior housing.	Department Budget	Planning Department	Ongoing
EQUAL HOUSING OPPORTUNITY					
17. Fair Housing	Affirm a positive action posture which will assure unrestricted access to housing.	Continue to support Heartland Human Relations to provide fair housing services and assist in program outreach.	CDBG	Planning Department; Heartland Human Relations	Ongoing
<p><u>SUMMARY OF 5 YEAR GOALS</u></p> <p>TOTAL UNITS TO BE CONSTRUCTED: 1,406 (Regional Housing Need)</p> <p>TOTAL UNITS TO BE REHABILITATED: 195 (CDBG Rehab Programs)</p> <p>TOTAL UNITS TO BE CONSERVED: 341 (Rent subsidies, senior shared housing)</p>					

VII. PRESERVATION OF ASSISTED HOUSING

This report amends the La Mesa General Plan Housing Element adopted on September 10, 1991. The purpose of this amendment is to bring the Housing Element into compliance with a recent amendment of housing element law, codified in Government Code Section 65583. Under this law, jurisdictions must evaluate the potential for currently rent restricted low-income housing units to convert to non-low income housing and propose programs to preserve or replace those units.

Consistent with State requirements, this report includes the following parts:

1. An inventory of restricted low income housing projects in the City and their potential for conversion;
2. An analysis of the costs of preserving and/or replacing the units "at risk";
3. Quantified objectives for the number of "at-risk" units to be preserved;
4. An analysis of the organizational and financial resources available for preserving and/or replacing the units "at risk";
5. Programs for preserving the "at-risk" units.

INVENTORY OF UNITS AT RISK

This section identifies all of the low income housing units in the City of La Mesa that are at risk of converting to non-low income housing uses between July 1, 1991 and July 1, 2001, and evaluates the likelihood of conversion.

This inventory includes all multi-family rental units assisted under federal, state, and/or local programs, including HUD programs, state and local bond programs, redevelopment programs, and local in-lieu fee, inclusionary, density bonus, or direct assistance programs. The inventory covers all units that are eligible to convert to non-low income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions. This inventory was compiled by interviews with City staff, the County Housing Authority, HUD, and review of "Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion" (California Housing Partnership Corporation), and "The Use of Housing Revenue Bond Proceeds - 1990" (California Debt Advisory Commission).

Description of Units at Risk

Table 1 shows the name, location, type of government-assistance, type of affordability controls, and other pertinent information of all government-assisted projects within the City of La Mesa that are at risk of conversion before July 1, 2001. The City has three assisted housing projects in its jurisdiction.

The Springs is a 129 unit low income senior project with an underlying CHFA mortgage not due to expire until the year 2018.

Guava Gardens is an 81 unit senior project granted a density bonus by the City in exchange for reserving 20 units as low income and 41 units as moderate income. The affordability controls on these restricted units are bound by a development agreement which runs in perpetuity with the life of the project's Specific Plan. In the unlikely event the Specific Plan is abolished by Council, Guava Gardens would be required to meet the development and parking requirements of the underlying single-family zone, thereby necessitating substantial remodeling and investment.

The third assisted housing project in La Mesa - Murray Manor, a 218 family housing project - is the only project at risk of potential conversion to market rate between 1991 and 2001. The underlying mortgage on this project is funded through a HUD Section 236(j)(1) low interest loan with a final endorsement date of December 1971. The Section 236 loan provided a 40-year mortgage with a 20-year prepayment option. Under the prepayment option, the owner is eligible to prepay the loan in December 1991, which would effectively remove the rent subsidy for the low income tenants.

In addition to the Section 236 loan, Murray Manor has contracts for 87 Section 8 certificates. Section 8 certificates provide additional rent subsidies to low income tenants. Under the Section 8 certificate program, HUD pays owners the difference between what tenants can pay (defined as 30 percent of household income) and what HUD estimates to be Fair Market Rent on the unit. These Section 8 contracts are due to expire in May 1995, and may be renewed for an additional five years after that time.

Conversion Potential

Murray Manor is currently being processed by HUD pursuant to interim provisions of the Emergency Low-Income Housing Preservation Act (ELIHPA, or Title II of the Housing and Community Development Act of 1987). Under ELIHPA (subsequently replaced by LIHPRHA - the Low Income Housing Preservation and Resident Homeownership Act of 1990), owners of prepayment eligible projects can choose to retain project ownership in exchange for financial

TABLE 1
CITY OF LA MESA
UNITS AT RISK OF CONVERSION

Proj. Name Address (incl. zip)	Owner: Name, Address	Type(s) of Gov't Assistance	Type/Length of Affordability Controls (including Sec. 8)	Earliest Potential Conversion Date(s)	# of Units Subject to Conversion	Total # of Units in Project	Tenant Type (i.e. Elderly, Family)	Bedroom Mix	Date Built	Condition
Murray Manor 5700 Cowles Mntn. Blvd. La Mesa, CA 92042	Murray Manor Holding 1855 First Avenue 30 San Diego, CA 92101	HUD Section 236(j)(1) Section 8	40 year mortgage - 20 year prepayment option	12/16/91 5/31/95	218 (87)	218 (87)	Family	98 1- bdm 114 2- bdm 6 non- revenue	12/71	Good
The Springs 8070 Orange Ave. La Mesa, CA 91941	Forest City Dillion, Inc. 11611 San Vicente Blvd. Ste. 740 Los Angeles, CA 90040	CHFA Sec. 8	Development Agreement Recorded w/ property	11/27/2018	129	129	Elderly/ Handicapped	1-bdrm	7/28/81	Good
Guava Gardens 5041 Guava Ave. La Mesa, CA 91941	470-112-25 Smith, Alexandra Tr. 2691 Ocean Front Walk San Diego, CA 92109	Density Bonus Section 8	Development Agreement/ Specific Plan with indefinite length of time	Only after Public Hearing to abolish Specific Plan	81	81 - 20-low income 41-mod income 20-unre- stricted	Elderly (8-Handi- capped)	42-studio 39 - 1- bdm	1985	Good

incentives, or sell their properties under a voluntary sale program. Where owners choose to sell, tenants, nonprofit organizations and governmental agencies are provided with an exclusive 12-month negotiating period. Prepayment and conversion of the housing to non-low income use can only occur if there is no willing buyer to purchase a project.

More specifically, ELIHPA provides the owners of eligible projects an opportunity to receive additional federal incentives for projects, enabling them to raise rents and refinance a portion of their equity, while extending low income use restrictions for 20 years. The difference between the tenants' portion of the rent (30 percent of income) and market rent is covered by a Section 8 rent contract for very low income tenants.

The owners of Murray Manor filed a Plan of Action with HUD on September 4, 1991 to take advantage of the incentives provided under ELIPHA to extend the low income affordability restrictions on the project for an additional 20 years. Under the Plan of Action, the current project owners will retain ownership and will use a HUD 241(f) loan as an equity take-out loan. Discussions with HUD indicate they are in the process of reviewing the project's Plan of Action for deficiencies, and will provide the project owners a comment letter by the end of January (1992) identifying any necessary changes to the Plan. Subsequent to any necessary modifications, HUD will grant preliminary approval and the Plan will be provided to project tenants for a 60 day comment period. Following the close of the comment period and incorporation of responses to any tenant comments in the Plan, HUD will grant approval for the specified additional incentives. HUD estimates this entire process will take approximately one year from January 1992.

COST ANALYSIS

While Murray Manor is currently being processed under ELIHPA to extend the low income use restrictions for an additional 20 years, as the Plan of Action has not yet received final approval from HUD, the Housing Element is still required to evaluate project preservation and replacement costs. The following section analyzes and compares the costs of acquiring the "at risk" project versus the cost of building replacement units.

Acquisition and Preservation Cost

A property value appraisal was recently conducted of Murray Manor as part of its ELIHPA application. The appraisal indicated a total assessed project value of \$11,000,000, including \$4,360,000 in land value. No significant rehabilitation improvements were identified as necessary by HUD, and thus near term rehabilitation costs are considered negligible.

Under ELIHPA, HUD will provide mortgage loan insurance on acquisition loans for up to 95 percent of the equity to project purchasers. If, theoretically, Murray Manor was sold to a qualified non-profit prior to extending the 20 year mortgage with the current owners, a downpayment of \$550,000 would be required.

Given the good condition and relatively young age of Murray Manor, project maintenance costs are likely to be low. Therefore, it is assumed that rental income and HUD Section 8 subsidies will defray monthly mortgage and maintenance costs.

Replacement Costs

As Murray Manor is subject to provisions of federal law which restrict prepayment, the project will be preserved as low income and not require replacement. Nonetheless, as a means of illustrating the cost- effectiveness of preservation, the following analysis estimates the cost of replacing the Murray Manor project.

The cost of developing new housing depends on a variety of factors such as density, size of units, location and related land costs, and type of construction. In general, land costs in Southern California are quite high. The costs provided in Table 2 reflect a variety of projects, ranging in size from two to five bedrooms and in density from 12 to 25 dwelling units per acre. While the estimates are not specifically tailored to the cost of replacing the units at risk in La Mesa, they provide an order of magnitude reference for estimating these costs.

**TABLE 2
UNITS AT RISK REPLACEMENT COSTS**

Cost Category	Per Unit Cost Range	Average
Land Costs	\$20 - 30,000/du	\$25,000
Construction Costs	\$50 - 70,000/du	\$60,000
Other (Financing, Architectural, etc.)	\$ 7,000 - \$10,000	\$8,500
	-----	-----
TOTAL	\$77,000 - \$110,000	\$93,500

Murray Manor consists of 218 units - 98 one bedroom and 120 two bedroom. Using an average of the cost estimates provided above, it would cost an

estimated \$18,538,500 to replace the units at Murray Manor, requiring a minimum downpayment of \$1,853,800. Not only is this amount substantially higher than the \$11,000,000 preservation cost and related \$550,000 downpayment, but given the lack of vacant land suitable for residential development in La Mesa, location of a site suitable for replacement housing would be difficult.

RESOURCES FOR PRESERVATION

The types of resources available for preserving units at risk fall into two categories: a) entities with the interest and ability to purchase and/or manage units at risk, and b) financial resources available to purchase existing units or develop replacement units. This section examines these two types of resources in the City of La Mesa.

Public Agencies and Nonprofit Corporations

The owners of Murray Manor intend to retain ownership and maintain low income use restrictions for an additional 20 years. However, as the Plan of Action has not received final approval from HUD, the following agencies and nonprofit corporations could potentially take over project ownership if negotiations between HUD and current project owners were unsuccessful.

Several public and non-profit agencies in San Diego County have expressed an interest in purchasing and or managing at-risk, low income housing projects in the area. Among these are the Civic Center Barrio Housing Corporation in Santa Ana; the MAAC Project in National City; San Diego Interfaith Housing; and, the San Diego County Department of Housing and Community Development. Information about the nature of these organizations is provided below.

Civic Center Barrio Housing Corporation: This non-profit housing corporation has been operating in the Orange County for 16 years and has recently been expanding its work into San Diego County. Barrio Corporation owns and operates just under 100 housing units in the County of Orange and is in the process of developing a 28-unit project in San Diego County (Chula Vista). Barrio Corporation has expressed a strong interest in purchasing and managing units at risk in Santee.

MAAC Project: The MAAC Project is a multi-purpose social services agency with an annual budget of \$5 million. During the last seven years, the agency has become involved in minor residential rehabilitation projects and is currently developing a 150-unit low-income project in the City of San Diego. MAAC Project staff have been

contacted and have expressed interest in becoming involved in purchasing and/or managing units at risk in Santee.

San Diego Interfaith Housing: Founded in 1968, San Diego Interfaith Housing Foundation is a tax-exempt, charitable foundation organized by churches interested in addressing the housing needs of low and moderate income families, the elderly, and handicapped persons. Interfaith Housing owns and manages three Section 8 projects totaling 232 units as well as a 90-unit project funded through the State Rental Housing Construction Program and tax credits. Approximately 85 percent of the tenants of these projects are low-income.

San Diego Interfaith has an annual operating budget of approximately \$150,000 and has nearly \$10 million in real property assets. The organization is eager to participate in joint partnerships with local jurisdictions to purchase and manage units at risk.

San Diego County Department of Housing and Community Development: The San Diego Department of Housing and Community Development serves as the local Housing Authority and currently operates over 2,000 Section 8 housing units and has developed, or is in the process of developing, housing projects totaling approximately 200 units; the department currently owns 83 housing units. The Department has expressed an interest in purchasing and managing units which would otherwise lose their subsidized status. However, the Housing Authority does not currently have any funds reserved for this purpose, and is reliant on funding from HUD and local matching assistance.

Public Financing/Subsidies

HUD funds will be provided under ELIHPA for preservation of the Murray Manor project. While the City does not currently have additional resources to contribute towards preservation incentives, redevelopment set-aside and CDBG monies could potentially become available in the future for this purpose.

HUD Funds: Under ELIHPA, HUD will provide the owners of Murray Manor with incentives which enable them to raise rents and refinance a portion of their equity, while extending low income use restrictions for 20 years. The difference between the tenant's portion of the rent and market rent will be covered by Section 8 contracts. Should a nonprofit instead take ownership of the project, the following HUD incentives would be offered:

- Mortgage insurance for acquisition loans for 95 percent of equity.

- Project-based Section 8 contracts, with HUD-subsidized rents set at levels high enough to provide an 8 percent return to owners who retain the project or to cover debt service on an acquisition loan for new purchasers;
- Grants to non-profit buyers that would fill any gap between fair market rent or local market rent (whichever is higher) and allowable rents; and,

Redevelopment Set-Aside: State law requires redevelopment agencies to set aside at least 20 percent of tax increment revenues for increasing and improving the community's supply of low and moderate income housing, unless certain findings are made to exempt a project from the requirement. At the close of 1991, the City of La Mesa Redevelopment Agency had accumulated a set-aside balance totaling approximately \$700,000. The Agency anticipates an annual contribution of approximately \$176,000 during the five year period of the Housing Element, resulting in a total of \$1.4 million in the set-aside fund by the end of 1994. The Agency is in the process of negotiating with CalTrans for purchase of a site on Campina Drive, and intends to provide a land write-down combined with other development incentives for a private developer to construct up to 50 units of affordable rental housing. While the project specifics are currently under negotiation, the Agency intends to utilize the majority, if not all, of the set-aside fund to facilitate the proposed development.

CDBG: Through the Community Development Block Grant (CDBG) program, HUD provides grants and loans to local governments for funding a wide range of community development activities. La Mesa's annual allotment is approximately \$450,000, of which \$100,000 is allocated towards housing rehabilitation programs. Should the need arise to use these funds for housing preservation in the future, a portion of the City's annual CDBG allotment could potentially be redirected.

General Revenues: The City does not currently fund housing programs out of general revenue funds and, consequently, does not have any general revenue funds set aside for housing.

QUANTIFIED OBJECTIVES

The City's objective is to preserve all 218 federally-assisted housing units that are eligible for conversion to non-low-income housing during this five year Housing Element period.

PROGRAMS FOR PRESERVATION

All of the units at risk in the City of La Mesa during the next ten years are within the Murray Manor project, and will be preserved as low income under ELIHPA. The following policy and programs thus focus on monitoring the status of Murray Manor and establishing contact with priority purchasers for projects at risk of conversion in the future.

Policies

Policy 1: Attempt to preserve restricted low income housing in the City that is at risk of converting to non low income housing by monitoring the prepayment status of projects, and identifying financial and organizational resources available to preserve these units.

Programs

1. **Monitor Units at Risk:** Keep in regular contact with the owners of Murray Manor and HUD representatives to determine the status of approval for HUD incentives. Submit comments to HUD for consideration regarding the conditions of approval on the project's Plan of Action, and continue to inform tenants of the project's status.

Timeframe: Ongoing.

Responsible Department: Planning Department.

Funding Source: Department Budget.

2. **Work with Potential Priority Purchasers:** Establish contact with public and non-profit agencies interested in purchasing and/or managing units at risk to inform them of the status of at-risk projects. Where feasible, provide technical assistance to these organizations with respect to financing.

Timeframe: Ongoing.

Responsible Department: Planning Department.

Funding Source: Department Budget.

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